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Workshop Manual
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Fabia II 2007 ➤ , Fabia II 2009 ➤ ,
Fabia II 2011 ➤ , Octavia II 2004 ➤ ,
Octavia II 2010 ➤ , Rapid 2011 ➤ ,
Rapid India 2011 ➤ , Rapid NH 2013 ➤ ,
Rapid NH 2014 ➤ , Roomster 2006 ➤ ,
Superb II 2008 ➤ , Yeti 2010 ➤ ,
Yeti 2011 ➤
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Gearbox 09G thorised by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted. S. S. SKODA AUTO A. S. S. does not guarantee or accept any liabi

Edition 07.2018



List of Workshop Manual Repair Groups

Repair Group

- 00 Technical data
- 32 Torque converter
- 37 Controls, housing
- 38 Gears, control
- 39 Final drive differential



Technical information should always be available to the foremen and mechanics, because their careful and constant adherence to the instructions is essential to ensure vehicle road-worthiness and safety. In addition, the normal basic safety precautions for working on motor vehicles must, as a matter of course, be observed and auto A. S. Koda auto A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by SKODA AUTO A. S.

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00 – Technical data

Safety instructions

(SRL001255; Edition 07.2018)

- ⇒ "1.1 Safety precautions for working on vehicles with start-stop system", page 1
- ⇒ "1.2 Safety precautions during road tests in which testing and measuring equipment is used", page 1
- ⇒ "1.3 Safety measures during towing/tow-starting", page 1
- ⇒ "1.4 General safety instructions", page 1

1.1 Safety precautions for working on vehicles with start-stop system

Risk of injury as a result of automatic engine start in vehicles with start/stop system.

In vehicles with the start/stop system activated (identifiable by an indication in the dash panel insert) the engine can start automatically if required.

Make sure that the start-stop system is deactivated when carrying out work on the vehicle (switch ignition off, if necessary switch ignition on again).

1.2 Safety precautions during road tests in which testing and measuring equipment is used

There is an increased risk of injury or accident from unintended motion and insufficient securing of testers and measuring instruments.

There is a risk of injury from the release of the passenger airbag in the event of an accident.

Operation of test and measuring instruments by the driver while driving may result in deviating from the direction of travel.

Fasten test and measurement equipment with a strap on the rear seat and secure their operation by another person sitting on the rear seat.

1.3 Safety measures during towing/towstarting

Risk of damage to gearbox.

- When towing the vehicle, the selector lever must be in position "N" and it must not be towed further than 50 km and faster than 50 km/h, otherwise the gearbox will be destroyed.
- It is not possible to tow start an engine, e.g. if the battery is weak or the starter does not operate.

1.4 General safety instructions

Risk of accident and injuries when unintentionally engaging a driving position while the engine is running.

Before working on the engine when the engine is running, push the selector lever in position "P" and apply handbrake.



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Risk of destruction of the electronic components when disconnecting the battery.

- Observe actions for disconnecting the battery ⇒ Electrical system; Rep. gr. 27; Battery; Disconnecting and connecting the battery.
- Disconnect and connect the measurement and test equipment with the ignition off.



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2 Identification

- ⇒ "2.1 Gearbox identification", page 3
- ⇒ "2.2 Torque converter identification", page 3

2.1 Gearbox identification

Fitting location of the gearbox data plate -arrow-.

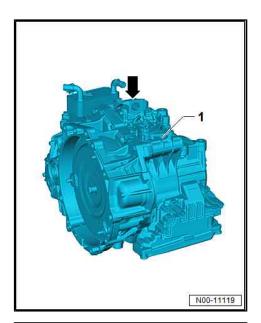


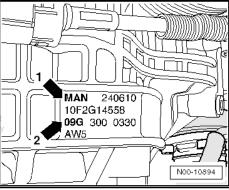
Example of identification of gearbox.

Identification characters -arrow 1- and production date of the gearbox.

240610 - Day, month and year of production (24-06-2010) Identification of the gearbox -arrow 2- - Automatic gearbox 09G

The gearbox identification characters also appear on the vehicle data sticker, sed by SKODA AUTO A. S. SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee or accept any

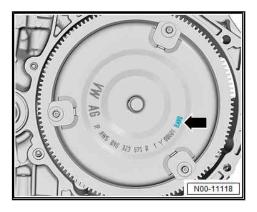




2.2 Torque converter identification

There are different torque converters, which are identified by identification characters -arrow-.

Assign torque converter ⇒ Electronic Catalogue of Original Parts.





3 Repair instructions

- ⇒ "3.1 Rules of cleanliness", page 4
- ⇒ "3.2 General points", page 4
- ⇒ "3.3 Repair instructions", page 6
- ⇒ "3.4 Seals and sealing rings", page 7
- ⇒ "3.5 Screws, nuts", page 7
- ⇒ "3.6 Contact corrosion", page 7

3.1 Rules of cleanliness

- ♦ Thoroughly clean the connection points and their surroundings before releasing.
- Close any open lines and connections immediately using a clean plug, e.g. from the screw plug set for engine - VAS 6122-.
- Only install clean parts: remove spare parts from their wrapping immediately before fitting.
- Make sure no dirt gets into the gearbox when the gearbox is open.
- Replace the gasket rings and seals after disassembly XODA AUTO A. S. does not guarantee or accept any liability
- Place removed parts on a clean surface and cover them to prevent them from getting dirty. Use sheeting and paper for this purpose. Use lint-free cloths!
- Carefully cover or close opened components if the repair is not completed immediately.
- Protect electrical plug connections from dirt and moisture and only connect them when dry.

3.2 General points

Gearbox

The automatic 6 speed gearbox 09G is equipped with 6 hydraulically controlled forward gears. When the torque converter lockup clutch is closed, the 2nd, 3rd, 4th, 5th and 6th forward gears become mechanically driven gears by bypassing the converter slip.





Torque converter

The torque converter is equipped with a torque converter lockup clutch. The closing of the torque converter lockup clutch is load and speed sensitive, and particularly low in vibrations, and without the converter slip the direct gear clutch drives the 2nd, 3rd, 4th, 5th and 6th forward gears mechanically.

Secure torque converter to prevent it falling out

After the gear unit has been removed, the torque converter must be secured against falling out. The torque converter can be secured with a wire -A-, for example.

An insecure torque converter can fall out when the gearbox moves.

ATF (Automatic Transmission Fluid)



Risk of damage to gearbox.

Only ATF available as spare part should be used in the automatic gearbox 09G → Electronic Catalogue of Original **Parts**

Other gear oils lead to malfunctions and/or gearbox failure.

The adapter for oil filling must be clean and gearbox oil must not be mixed with other oils.

The ATF is filled for life. The ATF need not be changed within the scope of servicing.

The ATF oil filling is for the planetary gear and final drive together.



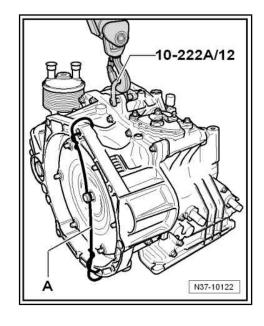
Risk of damage to gearbox, of information in this document. Copyright by ŠKODA AUTO A. S.

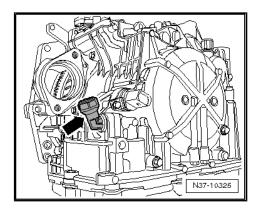
After draining the AFT, the engine must not be started and the vehicle must not be towed.

Filling the gearbox changed.

The ATF filler tube -arrow- is no longer available on gearboxes as of production date 06.2006.

Check the ATF level level and top up ⇒ "3 ATF", page 161.





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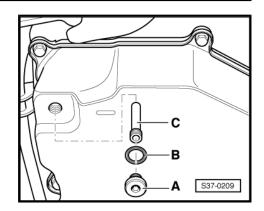
Overflow pipe

The overflow tube -arrow- is behind the drain plug and check screw for gear oil.

The length of the overflow tube determines the oil level in the gearbox.

Tightening torque 2 Nm.

- The tightening torque for the overflow pipe must be strictly adhered to, as it can be destroyed if exceeded.
- If the overflow tube has to be replaced, you must install an overflow tube that is assigned to the gearbox ⇒ Electronic Catalogue of Original Parts .
- Never install an overflow tube from another gearbox, because this could cause the oil level in the gearbox to be incorrect!



3.3 Repair instructions

To ensure flawless and successful gearbox repairs, the greatest care and cleanliness as well as the use of good and proper tools are essential.

Also note the basic rules on safety when performing repair procedures.

A number of generally valid notes for individual repair operations - which are otherwise listed several times at numerous points in the workshop manual - are summarised here.

They apply for this particular workshop manual.

Special tools

For a complete list of special tools used in this workshop manual, see \Rightarrow Workshop equipment and special tools .

Targeted fault-finding

Before repairing automatic gearbox 09G, try to determine the cause of the damage as accurately as possible using the ⇒ Vehicle diagnostic tester in the "Targeted fault-finding" mode.

Gearbox

- Each time a gearbox is installed, basic settings are required.
- Do not run the engine or tow the vehicle when the oil pan of the gearbox has been removed or without ATF filling.
- If the automatic gearbox is replaced, check ATF level if necessary top up with ATF ⇒ "3 ATF", page 161. Capacity and specification ⇒ "4.1 Filling capacity", page 8.
- ◆ Secure the torque converter against dropping out when the whole, is not permitted gearbox is removed ⇒ page 5, information in this document. Copyright by SKODA AUTO A. S.
- ◆ Before installing the gearbox check the fitting position of the torque converter
 ⇒ "1.2 Removing and installing torque converter", page 27
- When installing, take care with the correct positions of dowel sleeves in the engine.

Locking elements

- ♦ Do not over-extend the circlips, if necessary replace.
- ♦ Circlips must be positioned in the base of the groove.

Electrical components

This electrostatic charge can lead to operational problems after touching the electrical components of the gearbox and the shift mechanism.

 Touch an earthed object - e.g. a metal water pipe or a lift platform - before working on the electrical components. Do not touch the contacts of the plugs and the »open« electrical components.

3.4 Seals and sealing rings

- ◆ Always replace O-rings, sealing rings and gaskets after disassembly ⇒ Electronic Catalogue of Original Parts .
- After removing all seals, inspect the contact faces on housings and shafts for burrs and damage and remove all which are found.
- Depending on location, before fitting a gasket ring, smear the outer surface and sealing lip thinly with ATF or axle oil.
- ♦ Never use other lubricants in the ATF area.
- Radial shaft seals before mounting lightly oil at outside diameter and fill half the space between the sealing lips -arrow- with sealing grease - G 052 128 A1-.
- Install gasket rings with the open side towards the fluid to be sealed.
- Before inserting the O-rings, coat with oil for the dual clutch gearbox to prevent the rings being damaged during installation.
- Inspect the gear oil after replacing the gaskets and gasket rings, top up if necessary
 ⇒ "3.1 Check the ATF level level and top up", page 161

3.5 Screws, nuts

- ♦ Loosen the screws in reverse order to the installation order. Copyright by ŠKODA AUTO A. S.
- Slacken and tighten screws or fixing nuts of covers and housings without tightening sequence diagonally across in stages.
- ♦ Replace self-locking nuts after they are removed.
- Clean the thread of the screws that are inserted with a locking agent with a wire brush. Wet screws that have been cleaned like this with locking agent - AMV 185 101 A1-.
- Clean all threaded holes into which bolts are screwed in with locking agent, using a thread tap to remove locking agent residues. Otherwise there is a danger of bolts shearing when subsequently being removed.
- ◆ Tightening torques are for unlubricated nuts, bolts and screws.

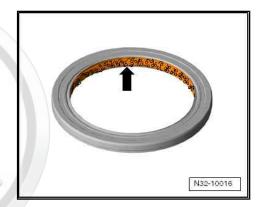
3.6 Contact corrosion

The gearbox housing and the clutch housing are made out of magnesium alloy.

Bolts and other components that come into direct contact with the gearbox have a surface with varying finishes in relation to it.

The use of substitute components causes contact corrosion (screws. nuts. washers ...). The gearbox housing and clutch housing are damaged.

Generally install parts which are indicated in the \Rightarrow Electronic Catalogue of Original Parts .





4 Technical data

- ⇒ "4.1 Filling capacity", page 8
- ⇒ "4.2 Allocation gearbox engine", page 8

4.1 Filling capacity

Filling capacity	Automatic gearbox 09G
Factory fill	7
Filling after draining the oil at the service garage	approx. 3 l
Change interval	No change, filled for life◆ Only change after gearbox repair
ATF (Automatic Transmission Fluid) specification	⇒ Electronic Catalogue of Original Parts

4.2 Allocation gearbox - engine

- ⇒ "4.2.1 Assignment gearbox engine Octavia II", page 8
- ⇒ "4.2.2 Gearbox engine assignment, Fabia II, Roomster", page 8
- ⇒ "4.2.3 Allocation gearbox engine Rapid NH", page 9
- ⇒ "4.2.4 Gearbox engine assignment, Rapid India", page 9
- ⇒ "4.2.5 Assignment gearbox engine, Superb II", page 9
- ⇒ "4.2.6 Assignment gearbox engine, Yeti", page 9

4.2.1 Assignment gearbox - engine - Octavia II

	6-spe	ed automatic gearbox 09G	
		Front-wheel-drive	
Vehicles with petrol engines Engine identification characters Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not			nercial purposes, in part or in whole, is not per
1.6 I/75 kW MPI	GSY	unless authorised by SKODA AUTO A. S. SKODA A with respect to the correction of information in t	AUTO A. S. does not quarantee or accept any his document. Copy GJ by ŠKODA AUTO A.
	HFS	JTY	
1.6 ltr./85 kW FSI	HFR	JUG	
	HTM	KGH	
2.0 ltr./110 kW FSI	GJZ	HTP	KGK
	HFT	JUH	
1.8 I/112 kW TFSI	KGV		

4.2.2 Gearbox - engine assignment, Fabia II, Roomster

	6-speed a	utomatic gearbox 09G	
Front-wheel-drive			
Vehicles with petrol engines	Engine identification characters		
1.6 I/77 kW MPI	JUF	MFZ	
	KGG	QAW	

4.2.3 Allocation gearbox - engine Rapid NH

	6-speed autor	matic gearbox 09G
	Front-	wheel-drive
Vehicles with petrol engines	E	ngine identification characters
1.6 I/77 kW MPI	MFZ	
AQ 250	QAW	
1.6 I/81 kW MPI	PLS	
AQ 160	QDM	

4.2.4 Gearbox - engine assignment, Rapid India

	6-spe	ed automatic gearbox 09G
		Front-wheel-drive
Vehicles with petrol engines		Engine identification characters
1.6 I/77 kW MPI	MFZ	
AQ 250	QAW	
1.6 I/77 kW MPI	STT	
AQ 160		

4.2.5 Assignment gearbox - engine, Superb II

	6-speed automatic gearbox 09G
	Front-wheel-drive
Vehicles with petrol engines	Engine identification characters
1.8 I/112 kW TFSI	KGV

4.2.6 Assignment gearbox - engine, Yeti

	6-speed automatic gearbox 09G
	Front-wheel-drive
Vehicles with petrol engines	Protected by copyright. Engine identification characters at or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A
1.6 l/81 kW MPI	QEM
	SCW



5 Electrical components

⇒ "5.1 Fitting location summary - electrical components", page 10

5.1 Fitting location summary - electrical components

⇒ "5.1.1 Fitting location summary - electrical components, Octavia II, Superb II, Yeti", page 10

⇒ "5.1.2 Fitting location summary - electrical components, Fabia II, Roomster, Rapid up to 05.2015", page 16

⇒ "5.1.3 Fitting location summary - electrical components, Rapid from 05.2015", page 21

5.1.1 Fitting location summary - electrical components, Octavia II, Superb II, Yeti

1 - Automatic gearbox control unit - J217-

- □ Fitting location
 ⇒ "2.1 Removing and installing gearbox control unit", page 208
- Control unit for automatic gearbox J217- is checked using self-diagnosis

2 - Diagnostic connection

☐ Fitting location: Cover in driver's footwell

⇒ Fig. ""Diagnostic connection"", page 12

3 - Selector lever lock solenoid - N110-

- ☐ Selector lever lock solenoid - N110- is checked using self-diagnosis
- □ Fitting location
 ⇒ Fig. "" Selector lever lock solenoid -N110- ""
 page 12
- The solenoid is installed firmly in the gearshift mechanism and cannot be replaced individually.
- ☐ The removal and installation procedure is only possible together with the gearshift mechanism

⇒ "1.6 Removing and installing selector mechanism", page 65

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4 - Slide valve body

- ☐ Fitting location ⇒ Fig. ""Slide valve body"", page 12
- ⇒ "2.3 Removing and installing the slide valve body", page 185

5 - W	/iring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-
	Installation site: Wiring harness is fixed to the slide valve body ⇒ Fig. ""Wiring loom with 8-pin plug and integrated gearbox oil temperature sender -G93Arrow-"", page 13
	⇒ "2.5 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93 ", page 192
	Gearbox oil temperature sender - G93- is checked by self-diagnosis
6 - W	/iring loom with 14-pin plug
	for solenoid valves and gearbox sensors
	Installation site: Wiring harness is fixed to the slide valve body ⇒ Fig. ""Wiring loom with 14-pin plug"", page 13 "6.4.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.
7 - M	lulti-function switch - F125-
	Fitting location ⇒ Fig. "" Multi-function switch -F125- "", page 13
	⇒ "1.13 Removing and installing the multi-function switch F125", page 105
	⇒ "1.14 Setting multi-function switch F125 ", page 108
8 - C	over for shift mechanism
	Assignment ⇒ Electronic Catalogue of Original Parts
	⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
	the Tiptronic switch - F189- ist integrated in the shift mechanism; Fitting location ⇒ Fig. "" Switch for Tiptronic -F189- "", page 14
9 - T	erminal 50, voltage supply relay - J682-
	Fitting location:
♦ O fa	ctavia II and Superb II until 05.2005: E-box in the engine compartment ⇒ Current flow diagrams, Electrical full finding and Fitting locations
◆ O E	ctavia II and Superb II from 06.2005: Additional relay carrier under the dashboard \Rightarrow Current flow diagrams, lectrical fault finding and Fitting locations
10 - 0	Gearbox input r.p.m. sender - G182-
	Gearbox input r.p.m. sender - G182- is checked using self-diagnosis
	Fitting location ⇒ Fig. "" Gearbox input r.p.m. encoder -G182- "", page 14
	⇒ "2.6 Removing and installing the gearbox input r.p.m. sender G182", page 193
11 - 0	Gearbox output r.p.m. sender - G195-
	Gearbox output r.p.m sender - G195- is checked using self-diagnosis
	Fitting location ⇒ Fig. "" Gearbox output r.p.m. sender -G195- "", page 14
	⇒ "2.7 Removing and installing the gearbox output r.p.m. sender G195", page 194
12 - \$	Selector lever position indicator - Y6-
·- u	Fitting location ⇒ Fig. "" Selector lever position indicator -Y6- "", page 15
_	a switched off gear display points to an emergency operation with deactivated gearbox control unit
	a fully lit gear display points to an emergency operation with activated gearbox control unit
	Removing and installing ⇒ Electrical System; Rep. gr. 90
	Kick-down switch - F8-
Prote	scled by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted s Kick-down switch. F8-is checked by self-diagnosis coept any liability
Wi	th respect to the correctness of information in this document. Copyright by SKODA AUTO A. S. Fitting location ⇒ Fig. "" Kick-down switch -F8- "", page 15
_	Signal transfer from engine to gearbox control unit via CAN databus
_	removing and installing accelerator pedal module ⇒ Engine; Rep. gr. 20
14 - 1	Brake light switch - F- Brake light switch - F- is checked by self-diagnosis
	Fitting location:

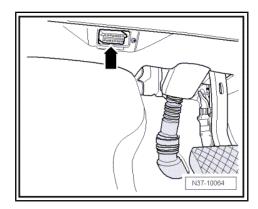


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- □ ⇒ Fig. "" Brake light switch -F- up to production date 05.2010"", page 15
- □ ⇒ Fig. "" Brake light switch -F- as of production date 06.2010"", page 15
- □ removing and installing ⇒ Brake systems; Rep. gr. 46
- ☐ Signal transfer from engine to gearbox control unit via CAN databus

Diagnostic connection

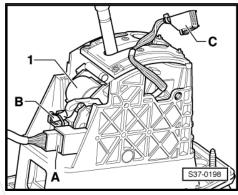
Fitting location: Cover in driver's footwell.



Selector lever lock solenoid - N110-

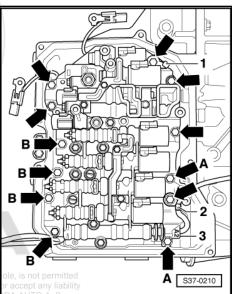
Installation site: Selector lever lock solenoid - N110- -1- is in the gearshift mechanism.

The solenoid is installed firmly in the gearshift mechanism and cannot be replaced individually. The removal and installation procedure is only possible together with the gearshift mechanism ⇒ "1.6 Removing and installing selector mechanism", page 65.



Slide valve body

Installation site: The slide valve body is bolted to the bottom of the gearbox housing and covered with the gearbox oil pan.

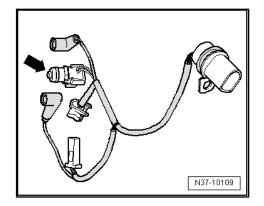


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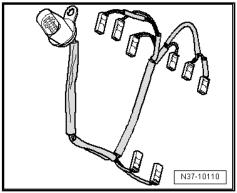
Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93- -Arrow-

Installation site: Wiring harness is fixed to the slide valve body.

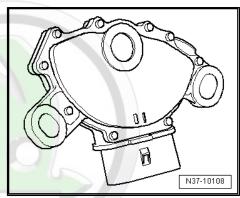


Wiring loom with 14-pin plug

Installation site: Wiring harness is fixed to the slide valve body.

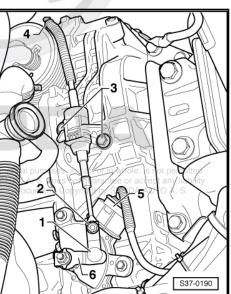


Multi-function switch - F125-



Installation site: The multi-function switch is located at the top of the gearbox. The plug connection -5- is directly placed onto the multi-function switch.





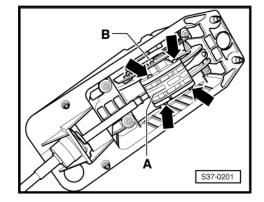


Switch for Tiptronic - F189-

Installation site: The Tiptronic switch - F189- is integrated in the printed circuit board -B- of the gearshift mechanism.

The Tiptronic switch - F189- is installed firmly in the gearshift mechanism and cannot be replaced individually. The removal and installation procedure is only possible together with the gearshift mechanism

⇒ "1.6 Removing and installing selector mechanism", page 65.

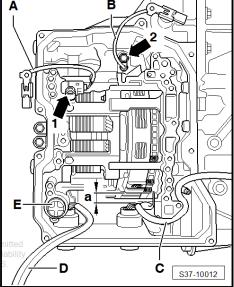


Gearbox output r.p.m. sender - G195-

Installation site: The gearbox output r.p.m sender - G195-arrow 2- is fixed to the gearbox housing behind the slide valve body.

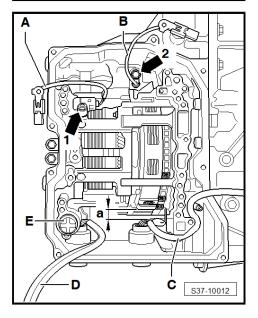


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Gearbox input r.p.m. encoder - G182-

Installation site: The gearbox input r.p.m sender - G182-arrow 1- is fixed to the gearbox housing behind the slide valve body.



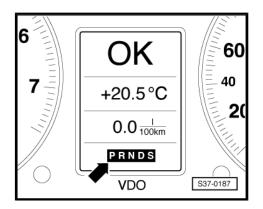
Selector lever position indicator - Y6-

Fitting location: built-in to the dash panel insert:



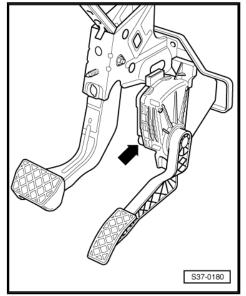
Note

The selector lever position indicator - Y6- can only be replaced together with the dash panel insert.



Kick-down switch - F8-

This switch is not available for vehicles with petrol engine. Instead a certain value from the accelerator pedal position sender - G79-/ accelerator pedal position sender 2 - G185- is stored in the engine control unit.

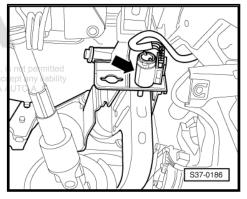


Brake light switch - F- up to production date 05.2010

Installation site: The brake light switch - F- -arrow- is located in the foot controls.

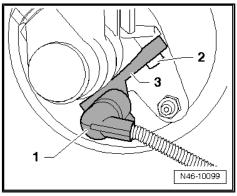


The switch may only be installed once to ensure that it has an adequately tight fit.



Brake light switch - F- as of production date 06.2010

Installation site: brake light switch - F- -Pos. 3- are located on the master brake cylinder.





5.1.2 Fitting location summary - electrical components, Fabia II, Roomster, Rapid up to 05.2015

1 - Automatic gearbox control unit - J217-

- ☐ Fitting location

 ⇒ "2.1 Removing and installing gearbox control unit", page 208
- ☐ Control unit is checked by self-diagnosis

2 - Diagnostic connection

☐ Fitting location: Cover in driver's footwell

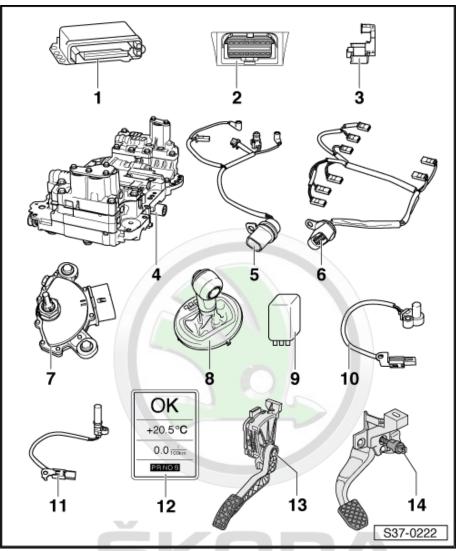
⇒ Fig. ""Diagnostic connection"", page 17

3 - Selector lever lock solenoid - N110-

- □ Fitting location
 ⇒ Fig. "" Selector lever
 lock solenoid -N110- ""
 page 18
- ⇒ "1.11 Removing and installing selector lever lock solenoid N110 , Fabia II up to 10/2011, Roomster up to 10/2011", page 100
- is checked by self-diagnosis

4 - Slide valve body

- □ Fitting location
 ⇒ Fig. ""Slide valve
 body"", page 18
- ⇒ "2.3 Removing and installing the slide valve body", page 185



5 - Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-

- □ Installation site: Wiring harness is fixed to the slide valve body

 ⇒ Fig. ""Wiring loom with 8-pin plug and integrated gearbox oil temperature sender -G93- -Arrow-"", page

 18 unless authorised by \$KODA AUTO A. S. \$KODA AUTO A. S. does not guarantee or accept any liability
- ☐ Gearbox oil temperature sender G93- is checked by self-diagnosis
- ⇒ "2.5 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93", page 192

6 - Wiring loom with 14-pin plug

- for solenoid valves and gearbox sensors
- ☐ Installation site: Wiring harness is fixed to the slide valve body ⇒ Fig. ""Wiring loom with 14-pin plug"", page 18
- □ ⇒ "2.4 removing and installing wiring loom with 14-pin plug", page 191

7 - Multi-function switch - F125-

- ☐ Fitting location ⇒ Fig. "" Multi-function switch -F125- "", page 19
- □ is checked by self-diagnosis
- □ ⇒ "1.13 Removing and installing the multi-function switch F125", page 105

8 - Cover for shift mechanism

- □ Assignment ⇒ Electronic Catalogue of Original Parts
- □ ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- □ the Tiptronic switch F189- ist integrated in the shift mechanism; Fitting location ⇒ Fig. "" Switch for Tiptronic -F189- "", page 19

9 - Relay for starter interlock switch

☐ Fitting location ⇒ Electrical System; Rep. gr. 97

10 - Gearbox input r.p.m. sender - G182-

- ☐ Fitting location ⇒ Fig. "" Gearbox input r.p.m. encoder -G182- "", page 20
- ☐ is checked by self-diagnosis
- □ ⇒ "2.6 Removing and installing the gearbox input r.p.m. sender G182", page 193

11 - Gearbox output r.p.m. sender - G195-

- measures the gearbox output speed
- ☐ Fitting location ⇒ Fig. "" Gearbox output r.p.m. sender -G195- "", page 20
- ☐ is checked by self-diagnosis
- □ ⇒ "2.7 Removing and installing the gearbox output r.p.m. sender G195", page 194

12 - Selector lever position indicator - Y6-

- ☐ Fitting location ⇒ Fig. "" Selector lever position indicator -Y6- "", page 20
- a switched off gear display points to an emergency operation with deactivated gearbox control unit
- a fully lit gear display points to an emergency operation with activated gearbox control unit
- ☐ Removing and installing ⇒ Electrical System; Rep. gr. 90

13 - Kick-down switch - F8-

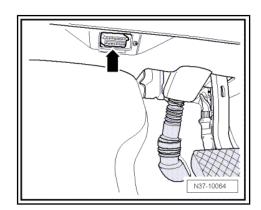
- ☐ Fitting location ⇒ Fig. " Kick-down switch -F8- ", page 21
- ☐ is checked by self-diagnosis
- ☐ Signal transfer from engine to gearbox control unit via CAN databus
- □ removing and installing accelerator pedal module ⇒ Engine; Rep. gr. 20

14 - Brake light switch - F-

- Fitting location:
- □ ⇒ Fig. "" Brake light switch -F- up to MJ 2011"", page 21
- □ ⇒ Fig. "" Brake light switch -F- as of MJ 2011"", page 21
- ☐ Signal transfer from engine to gearbox control unit via CAN databus
- □ is checked by self-diagnosis
- □ removing and installing ⇒ Brake systems; Rep. gr. 46

Diagnostic connection

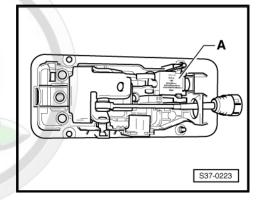
Fitting location: Cover in driver's footwell





Selector lever lock solenoid - N110-

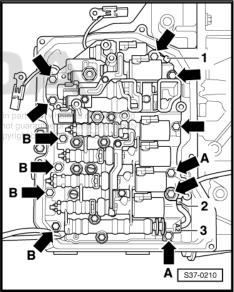
Installation site: Selector lever lock solenoid - N110- -A- is in the gearshift mechanism.



Slide valve body

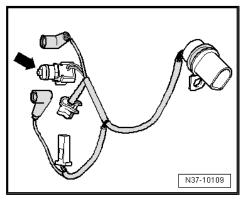
Installation site: The slide valve body is bolted to the bottom of the gearbox housing and covered with the gearbox oil pan.





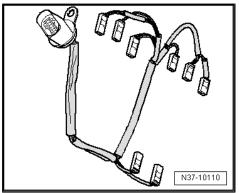
Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93- -Arrow-

Installation site: Wiring harness is fixed to the slide valve body

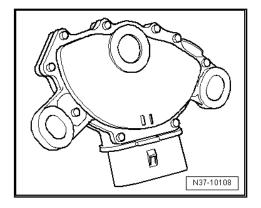


Wiring loom with 14-pin plug

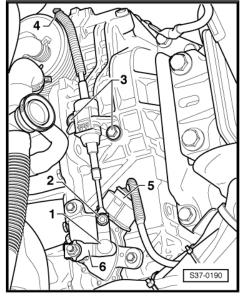
Installation site: Wiring harness is fixed to the slide valve body



Multi-function switch - F125-



Installation site: The multi-function switch is located at the top of the gearbox. The plug connection -5- is directly placed onto the multi-function switch.



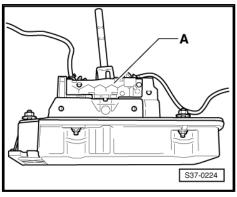
Switch for Tiptronic - F189-

Installation site: The Tiptronic switch - F189- is integrated in the printed circuit board -A- of the gearshift mechanism.

The Tiptronic switch - F189- is installed firmly in the gearshift mechanism and cannot be replaced individually.

The removal and installation procedure is only possible together with the gearshift mechanism

⇒ "1.6 Removing and installing selector mechanism", page 65.



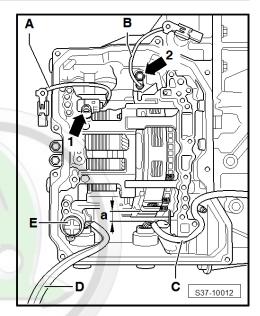


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Gearbox output r.p.m. sender - G195-

Installation site: The gearbox output r.p.m sender - G195-arrow 2- is fixed to the gearbox housing behind the slide valve body.

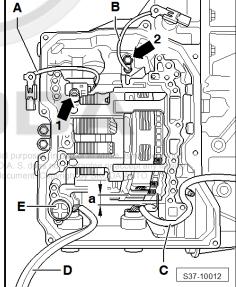


Gearbox input r.p.m. encoder - G182-

Installation site: The gearbox input r.p.m sender - G182-arrow 1- is fixed to the gearbox housing behind the slide valve body.



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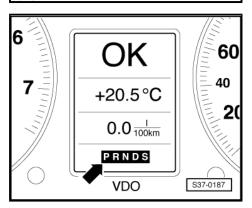
Selector lever position indicator - Y6-

Fitting location: built-in to the dash panel insert:



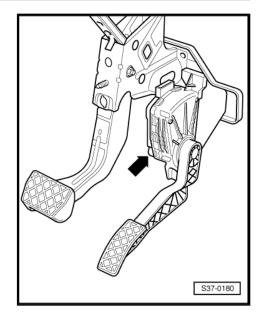
Note

The selector lever position indicator - Y6- can only be replaced together with the dash panel insert.





Kick-down switch - F8-



Brake light switch - F- up to MJ 2011

Installation site: The brake light switch - F- -arrow- is located in the foot controls.



Note

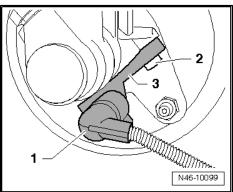
The switch may only be installed once to ensure that it has an adequately tight fit.



Brake light switch - F- as of MJ 2011

Installation site: brake light switch - F- -Pos. 3- are located on the master brake cylinder nformation in this document. Copyright by





Fitting location summary - electrical components, Rapid from 05.2015 5.1.3



1 - Diagnostic connection

☐ Fitting location: Cover in driver's footwell ⇒ Fig. ""Diagnostic connection"", page 23

2 - Automatic gearbox control unit - J217-

- ☐ Fitting location ⇒ "2.1 Removing and installing gearbox control <u>unit", page 208</u>
- Control unit for automatic gearbox - J217- is checked using self-diagnosis

3 - Selector lever position indicator - Y6-

- Fitting location ⇒ Fig. "" Selector lever position indicator -Y6-<u>"" , page 26</u>
- a switched off gear display points to an emergency operation with deactivated gearbox control unit
- □ a fully lit gear display points to an emergency operation with activated gearbox control unit
- □ Removing and installing ⇒ Electrical System; Rep. gr. 90

4 - Cover for shift mechanism

□ Assignment ⇒ Electronic Catalogue of Original

Parts

- □ ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- ☐ the Tiptronic switch F189- ist integrated in the shift mechanism; Fitting location ⇒ Fig. "" Switch for Tiptronic -F189- "", page 25

5 - Slide valve body

- ☐ Fitting location ⇒ Fig. ""Slide valve body"", page 23
- ⇒ "2.3 Removing and installing the slide valve body", page 185

6 - Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-

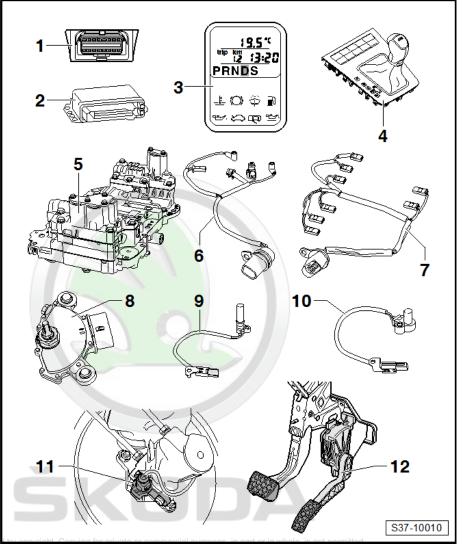
- ☐ Installation site: Wiring harness is fixed to the slide valve body ⇒ Fig. ""Wiring loom with 8-pin plug and integrated gearbox oil temperature sender -G93- -Arrow-"", page
- ⇒ "2.5 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93 ", page 192
- ☐ Gearbox oil temperature sender G93- is checked by self-diagnosis

7 - Wiring loom with 14-pin plug

- for solenoid valves and gearbox sensors
- ☐ Installation site: Wiring harness is fixed to the slide valve body ⇒ Fig. ""Wiring loom with 14-pin plug"", page 24
- □ ⇒ "2.4 removing and installing wiring loom with 14-pin plug", page 191

8 - Multi-function switch - F125-

☐ Fitting location ⇒ Fig. "" Multi-function switch -F125- "", page 24





- □ ⇒ "1.13 Removing and installing the multi-function switch F125", page 105
- □ ⇒ "1.14 Setting multi-function switch F125", page 108
- ☐ Multi-function indicator F125- is checked by self-diagnosis

9 - Gearbox output r.p.m. sender - G195-

- ☐ Fitting location ⇒ Fig. "" Gearbox output r.p.m. sender -G195- "", page 25
- □ ⇒ "2.7 Removing and installing the gearbox output r.p.m. sender G195", page 194
- ☐ Gearbox output r.p.m sender G195- is checked using self-diagnosis

10 - Gearbox input r.p.m. sender - G182-

- ☐ Fitting location ⇒ Fig. "" Gearbox input r.p.m. encoder -G182- "", page 25
- □ ⇒ "2.6 Removing and installing the gearbox input r.p.m. sender G182", page 193
- ☐ Gearbox input r.p.m. sender G182- is checked using self-diagnosis

11 - Brake light switch - F-

- ☐ Fitting location ⇒ Fig. "Brake light switch F- ", page 26
- □ removing and installing ⇒ Brake systems; Rep. gr. 46
- ☐ Signal transfer from engine to gearbox control unit via CAN databus
- ☐ Brake light switch F- is checked by self-diagnosis

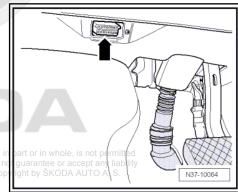
12 - Kick-down switch - F8-

- ☐ Fitting location ⇒ Fig. "Kick-down switch -F8- ", page 26
- ☐ Signal transfer from engine to gearbox control unit via CAN databus
- □ removing and installing accelerator pedal module ⇒ Engine; Rep. gr. 20
- ☐ Kick-down switch F8- is checked by self-diagnosis

Diagnostic connection

Fitting location: Cover in driver's footwell.

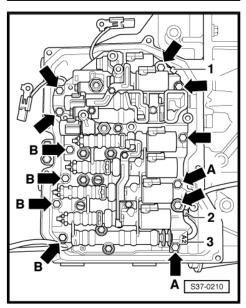




Slide valve body

Installation site: The slide valve body is bolted to the bottom of the gearbox housing and covered with the gearbox oil pan.

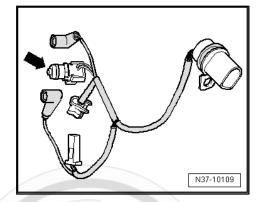
At the valve body are attached the solenoid valves - N88-.-N89-. -N90- . -N91- . -N92- . -N93- . -N282- and -N283- .



Fabia II 2007 \succ , Fabia II 2009 \succ , Fabia II 2011 \succ , Octavia II 2004 \succ ... Gearbox 09G - Edition 07.2018

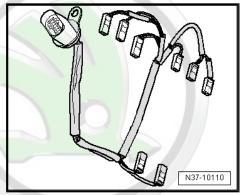
Wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93- -Arrow-

Installation site: Wiring harness is fixed to the slide valve body.

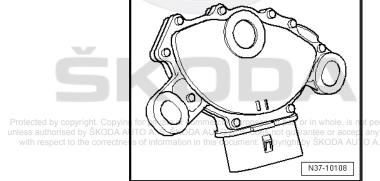


Wiring loom with 14-pin plug

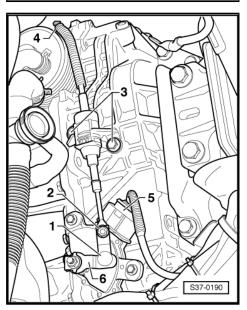
Installation site: Wiring harness is fixed to the slide valve body.



Multi-function switch - F125-



Installation site: The multi-function switch is located at the top of the gearbox. The plug connection -5- is directly placed onto the multi-function switch.



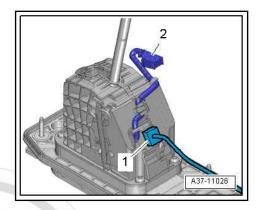
Switch for Tiptronic - F189-

Installation site: the Tiptronic switch - F189- is integrated firmly in the gearshift mechanism and cannot be replaced separately.

The Tiptronic switch - F189- is installed firmly in the gearshift mechanism and cannot be replaced individually.

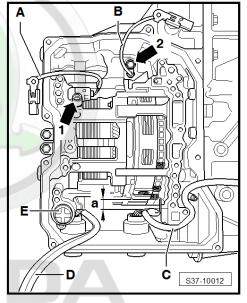
The removal and installation procedure is only possible together with the gearshift mechanism

⇒ "1.6 Removing and installing selector mechanism", page 65



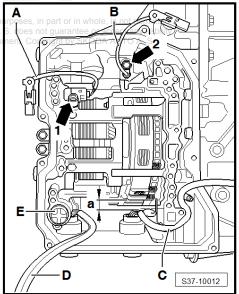
Gearbox output r.p.m. sender - G195-

Installation site: The gearbox output r.p.m sender - G195--arrow 2- is fixed to the gearbox housing behind the slide valve body.



Gearbox input r.p.m. encoder - G182-

Installation site: The gearbox input r.p.m sender 4 G182-S SKODA AUTO -arrow 1- is fixed to the gearbox housing behind the slide valve body.





Selector lever position indicator - Y6-

Fitting location: built-in to the dash panel insert:

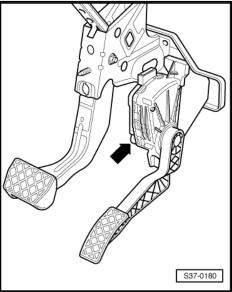


Note

The selector lever position indicator - Y6- can only be replaced together with the dash panel insert.

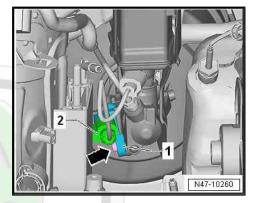
Kick-down switch - F8-





Brake light switch - F-

Installation site: brake light switch - F- -1- are located on the master brake cylinder.







32 – Torque converter

Torque converter

- ⇒ "1.1 Summary of components torque converter", page 27
- ⇒ "1.2 Removing and installing torque converter", page 27
- ⇒ "1.3 Draining the torque converter", page 28
- ⇒ "1.4 Checking the torque converter", page 29
- ⇒ "1.5 Removing and installing gasket ring for torque converter", <u>page 29</u>

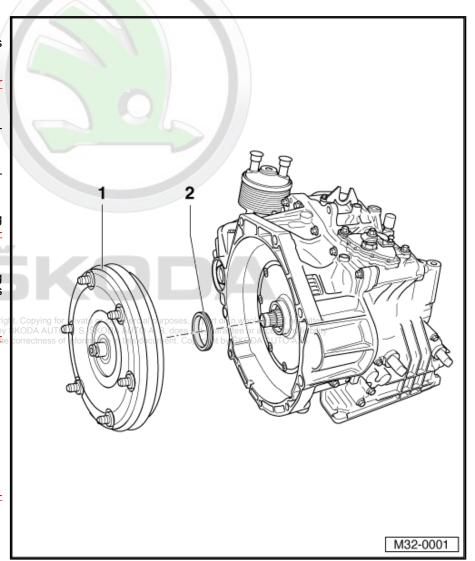
1.1 Summary of components - torque converter

1 - Torque converter

- □ there are different types of torque converters Identification
 - ⇒ "2.2 Torque converter identification", page 3
- Depending on the variant, use the torque converter with three or six threaded bolts
- Assignment ⇒ Electronic Catalogue of Original
- Removing and installing "1.2 Removing and installing torque converter", page 27
- secure against dropping out when the gearbox is removed ⇒ page 5
- Check ⇒ "1.4 Checking the torque converter", page 29.
- empty ⇒ "1.3 Draining the torque converter", page 28

2 - Sealing ring

- for torque converter
- □ Replace ⇒ "1.5 Removing and installing gasket ring for torque converter", <u>page 29</u>



1.2 Removing and installing torque convert-

Special tools and workshop equipment required

Depth gauge



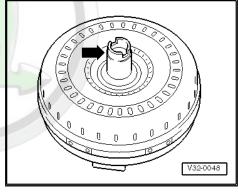
Removing

- Removing the gearbox
 ⇒ "2 Removing and installing the gearbox", page 110 .
- Remove torque converter carefully from gearbox.

Installing

- Carefully push the torque converter hub through the gasket ring up to the first stop on the input shaft.
- Turn the torque converter with slight pressure in the direction of the gearbox until the recesses catch in the converter hub -arrow- in the driver of the inner wheel of the ATF pump and the torque converter audibly engages inwards.

The torque converter is correctly installed, if it can be turn easily by hand and is sitting at a consistent depth around the circumference on the gearbox.



- Measure the dimension -a- between the screw-on flange of the gearbox housing and the contact surface of the threaded bores of the torque converter using a depth gauge.
- The converter is correctly installed if the dimension -a- is at least 19.5 mm.

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- Absolutely ensure that the dimension -a- is maintained during further assembly.
- · The torque converter must not slide to the front.



Risk of damage to gearbox.

If the converter is installed wrongly the driver of the torque converter or the ATF pump will be destroyed when the gearbox on the engine is connected at its flange.

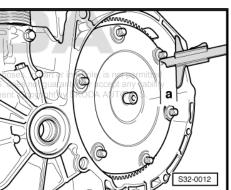
- Always check before and while tightening the screws on the flange (engine/gearbox) whether the torque converter behind the drive plate can be turned. In cases where the torque converter cannot be turned one must assume that it is not properly installed and that either the driver plate of the torque converter or the ATF pump will be destroyed during final tightening of the bolted connections.
- Installing the gearbox
 ⇒ "2.2 Installing the gearbox", page 136

1.3 Draining the torque converter

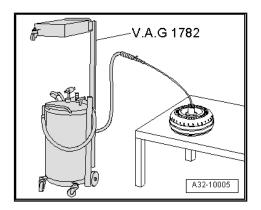
Special tools and workshop equipment required

◆ Old oil collecting and suction equipment , e.g. -V.A.G 1782-

If the ATF has been contaminated or if the gearbox has had a major repair, the torque converter should be drained as follows:

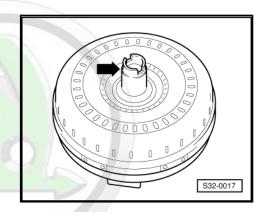


Suction off the ATF with the old oil collection and suction device -V.A.G 1782- from the torque converter.



Checking the torque converter 1.4

- Check hub -arrow- of torque converter for traces of wear.
- The torque converter is welded and must be replaced completely if damaged or faults.



Removing and installing gasket ring for 1.5 torque converter

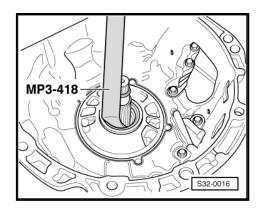
Special tools and workshop equipment required

- ◆ Ejection lever MP3-418 (VW 681)-
- ♦ Thrust piece T10175-

Removing

- Removing the gearbox ⇒ "2.1 Removing the gearbox", page: 1100 d by SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee or accept any liability
- Remove torque converter.
- Lever out gasket ring with ejection lever MP3-418-.

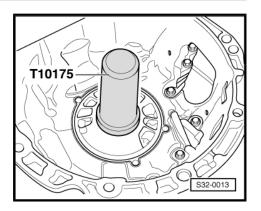
Installing





Fabia II 2007 \succ , Fabia II 2009 \succ , Fabia II 2011 \succ , Octavia II 2004 \succ ... Gearbox 09G - Edition 07.2018

- Push in the new gasket ring with thrust piece T10175- up to the stop.
- Installing the torque converter
 ⇒ "1.2 Removing and installing torque converter", page 27
- Installing the gearbox
 ⇒ "2 Removing and installing the gearbox", page 110.





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37 – Controls, housing



1 Shift mechanism

- ⇒ "1.1 Summary of components Gearshift mechanism", page 32
- ⇒ "1.2 Emergency release of gearshift mechanism out of position P", page 48
- ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- ⇒ "1.4 Removing and installing selector lever handle", page 56
- ⇒ "1.5 Bring the lock button on the selector lever handle into installation position, vehicles as of 11.2012", page 63
- ⇒ "1.6 Removing and installing selector mechanism", page 65
- ⇒ "1.7 Inspecting the gearshift mechanism", page 85
- ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85
- ⇒ "1.9 Check the function of the ignition key removal lock", page 88
- ⇒ "1.10 Removing and installing the selector lever control cable", page 88
- ⇒ "1.11 Removing and installing selector lever lock solenoid N110 , Fabia II up to 10/2011, Roomster up to 10/2011",
- page 100 related by Copyright. Copyring for private or commercial purposes, in part or in whole, is not permitted unless authorised by \$KODA AUTO A. S. \$KODA AUTO A. S. does not guarantee or accept any liabilit

 → "1.12 Checking the plug connections at the gearshift mecha-right by \$KODA AUTO A. S.
- nism", page 104
- ⇒ "1.13 Removing and installing the multi-function switch F125 ", page 105
- ⇒ "1.14 Setting multi-function switch F125", page 108
- ⇒ "1.15 Replacing the sealing ring for the gearshift shaft", page 109

1.1 Summary of components - Gearshift mechanism

- ⇒ "1.1.1 Summary of components shift mechanism, Octavia II up to 10/2009", page 32
- ⇒ "1.1.2 Summary of components gearshift mechanism, Octavia II as of 11/2009", page 35
- ⇒ "1.1.3 Summary of components gearshift mechanism -Superb II", page 37
- ⇒ "1.1.4 Summary of components gearshift mechanism, Fabia II up to 10/2011, and Roomster up to 10/2011", page 39
- ⇒ "1.1.5 Summary of components gearshift mechanism, Fabia II as of 11/2011, Roomster as of 11/2011", page 41
- ⇒ "1.1.6 Summary of components gearshift mechanism, Rapid NH to 05/2015, Rapid India", page 43
- ⇒ "1.1.7 Summary of components gearshift mechanism, Rapid NH to 06/2015", page 45
- ⇒ "1.1.8 Summary of components gearshift mechanism, Yeti", page 47

1.1.1 Summary of components - shift mechanism, Octavia II up to 10/2009



1 - Transmission cover with selector lever handle

- Removing and installing cover for shift mechanism
 - ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- □ Removing and installing selector lever handle ⇒ "1.4.1 Removing and installing selector lever, Octavia II up to 10/2012", page 56
- □ Perform emergency release ⇒ "1.2 Emergency release of gearshift mechanism out of position P", page 48

2 - Stop buffer for selector lever

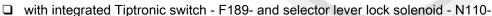
clipped into the gearshift mechanism

3 - Nut

- ☐ 4 pieces
- for attaching the gearshift mechanism to body
- 10 Nm

4 - Shift mechanism

- □ Removing and installing ⇒ "1.6 Removing and installing selector mechanism", page 65
- with permanently integrated circuit board for gearshift mechanism



□ check in "Targeted fault finding" ⇒ Vehicle diagnostic tester

5 - Latch spring

6 - Screw

□ 3.5 Nm

7 - Catch plate

8 - Screw

- 4 pieces
- for attaching the catch plate to the gearshift mechanism
- □ 3.5 Nm

9 - Bearing bolt

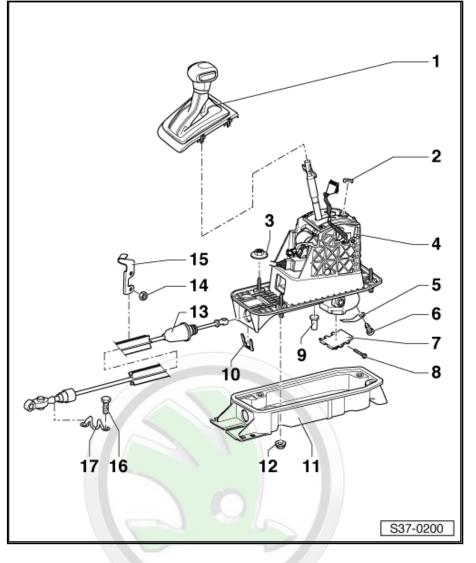
☐ for selector lever control cable on gearshift mechanism

10 - Lock washer

- ☐ for selector lever control cable on gearshift mechanism
- □ Replace after disassembly

11 - Cover for gearshift mechanism

with affixed gasket





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1	2	_	N	ut

	self-locking
	for attaching the cover to the gearshift mechanism
	4 pieces
	Replace after disassembly
	9 Nm
13 - 8	Selector lever control cable
	do not bend or buckle
	if the boot is damaged the selector lever control cable must be replaced
	Check ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85.
	Removing and installing ⇒ "1.10 Removing and installing the selector lever control cable", page 88
	Do not grease drawbar eye and ball socket.
14 - N	Nut
	for holder to gearbox (Pos. 15)
	13 Nm

15 - Mounting bracket

for selector lever control cable

16 - Screw

- ☐ for cable support to gearbox
- ☐ 2 pieces
- □ 23 Nm

17 - Cable support

☐ for selector lever control cable on gearbox



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1.1.2 Summary of components - gearshift mechanism, Octavia II as of 11/2009

1 - Transmission cover with selector lever handle

- Version up to 10/2012.
- Assignment ⇒ Electronic Catalogue of Original **Parts**
- ☐ Installing and removing the transmission cover ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- □ Removing and installing selector lever handle ⇒ "1.4.1 Removing and installing selector lever, Octavia II up to 10/2012", page 56
- ☐ Perform emergency release ⇒ "1.2 Emergency re
 - lease of gearshift mechanism out of position P", page 48
- □ the symbol insert and the circuit board with the lamp for selector lever scale illumination -L101- are integrated in the cover

2 - Transmission cover with selector lever handle

- Version as of 11.2012.
- Assignment ⇒ Electronic Catalogue of Original **Parts**
- □ Installing and removing
 - the transmission cover ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- □ Removing and installing selector lever handle
 - ⇒ "1.4.5 Removing and installing clutch pedal, vehicles from 11.2012", page 61
- □ Perform emergency release
 - 1.2 Emergency release of gearshift mechanism out of position P ", page 48
- u the symbol insert and the circuit board with the lamp for selector lever scale illumination L101- are integrated in the cover

3 - Clamp

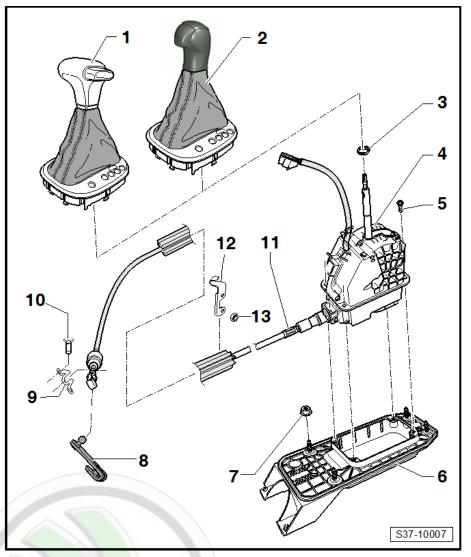
□ Replace after disassembly

4 - Shift mechanism

- ☐ with selector lever lock solenoid N110-
- □ Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P", page 48
- □ Removing and installing ⇒ "1.6 Removing and installing selector mechanism", page 65
- □ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85

5 - Screw

■ 8 Nm



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6 - Bearing bracket for gearshift mechanism

7 - Nut

- ☐ 4 pieces
- □ 25 Nm

8 - Gearshift lever

9 - Cable support

for selector lever control cable

10 - Screw

- ☐ for cable support to gearbox
- ☐ 2 pieces
- □ 23 Nm

11 - Selector lever control cable

- uhen installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
- The selector lever control cable could be replaced as a separate component part up to production date 10/2009; from production date 11/2009, this is no longer possible ⇒ Electronic Catalogue of Original Parts .
- ☐ The selector lever control cable must not be removed from the shift mechanism Pos. 3 and must be replaced as one component part.
- Do not grease selector lever control cable
- □ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85

12 - Mounting bracket

for selector lever control cable

13 - Nut

- ☐ for holder Pos. 12 at gearbox
- □ 13 Nm







1.1.3 Summary of components - gearshift mechanism -Superb II

1 - Transmission cover with selector lever handle

- Version up to 10/2012.
- Assignment ⇒ Electronic Catalogue of Original **Parts**
- ☐ Installing and removing the transmission cover ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- □ Removing and installing selector lever handle ⇒ "1.4.2 Removing and installing selector lever, Superb II up to 10/2012", page 57
- Perform emergency release ⇒ "1.2 Emergency release of gearshift mechanism out of position P",

page 48

□ the symbol insert and the circuit board with the lamp for selector lever scale illumination -L101- are integrated in the cover

2 - Transmission cover with selector lever handle

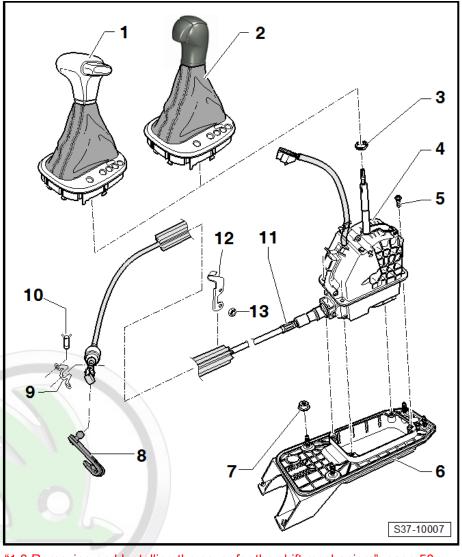
- Version as of 11.2012.
- Assignment ⇒ Electronic Catalogue of Original **Parts**
- Installing and removing
 - the transmission cover ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- ☐ Removing and installing selector lever handle
 - ⇒ "1.4.5 Removing and installing clutch pedal, vehicles from 11.2012", page 61
- □ Perform emergency release
 - 1.2 Emergency release of gearshift mechanism out of position P ", page 48
- u the symbol insert and the circuit board with the lamp for selector lever scale illumination L101- are integrated in the cover

3 - Clamp

- □ Replace after disassembly
- 4 Shiff mechanism. Copying for private or commercial purposes, in part or in whole, is not permitted
 - with selector lever-lock solenoid this N1:10 ant. Copyright by ŠKODA AUTO A. S.
 - □ Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P", page 48
 - □ Removing and installing ⇒ "1.6 Removing and installing selector mechanism", page 65
 - □ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85

5 - Screw

□ 8 Nm





Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

6 -	Bearing	bracket f	or gea	arshift m	nechanism
-----	---------	-----------	--------	-----------	-----------

	January Diagram of Grand medical medic
7 - N	ut 4 pieces 25 Nm
8 - G	earshift lever
9 - C	able support for selector lever control cable
10 - 8	Screw
	for cable support to gearbox 2 pieces 23 Nm
11 - 8	Selector lever control cable
	when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
	The selector lever control cable must not be removed from the shift mechanism Pos. 3 and must be replaced as one component part.
	Do not grease selector lever control cable
	testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85

12 - Mounting bracket

☐ for selector lever control cable

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1.1.4 Summary of components - gearshift mechanism, Fabia II up to 10/2011, and Roomster up to 10/2011

1 - Transmission cover with selector lever handle

- Installing and removing the transmission cover ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- Removing and installing relay lever ⇒ "1.4.3 Removing and installing selector lever, Fabia II up to 10/2012, Roomster up to 10/2012", page 59

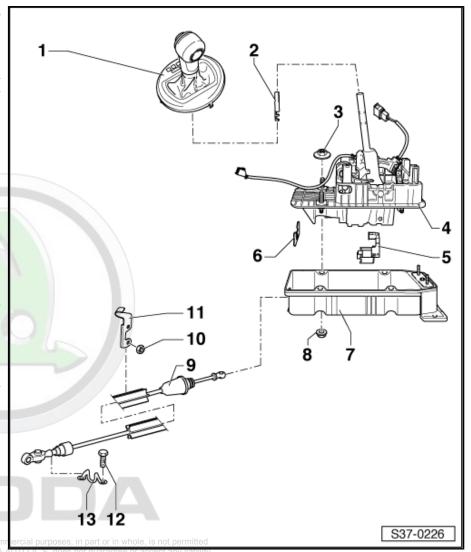
2 - Intermediate piece

3 - Nut

- 4 pieces
- for attaching the gearshift mechanism to body
- 25 Nm

4 - Shift mechanism

- Removing and installing ⇒ "1.6 Removing and installing selector mechanism", page 65
- with firmly integrated circuit board for gearshift mechanism, do not touch
- with firmly integrated Tiptronic switch - F189this can be checked in the "Targeted fault find-Protected bying", The Vehicle diagnosunless authotic tester



replace gearshift mechansim if Tiptronic switch - F189- defective ⇒ "1.6 Removing and installing selector mechanism", page 65

5 - Selector lever lock solenoid - N110-

- Removing and installing ⇒ "1.11 Removing and installing selector lever lock solenoid N110 , Fabia II up to 10/2011, Roomster up to 10/2011", page 100
- □ Selector lever lock solenoid N110- is checked using self-diagnosis

6 - Retaining clip

- ☐ for selector lever control cable on gearshift mechanism
- □ Replace after disassembly

7 - Cover for gearshift mechanism

with affixed gasket

8 - Nut

- self-locking
- for attaching the cover to the gearshift mechanism
- 4 pieces



9

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	after removing, replace ⇒ Electronic Catalogue of Original Parts
	9 Nm
- Se	elector lever control cable
	do not bend or buckle
	if the boot is damaged the selector lever control cable must be replaced
	testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85

□ Removing and installing ⇒ "1.10 Removing and installing the selector lever control cable", page 88
 □ Do not grease drawbar eye and ball socket.

when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system

10 - Nut

of for support to gearbox (Pos. 11)

□ 13 Nm

11 - Mounting bracket

for selector lever control cable

12 - Screw

☐ for cable support to gearbox

☐ 2 pieces

□ 23 Nm

13 - Cable support

for selector lever control cable on gearbox





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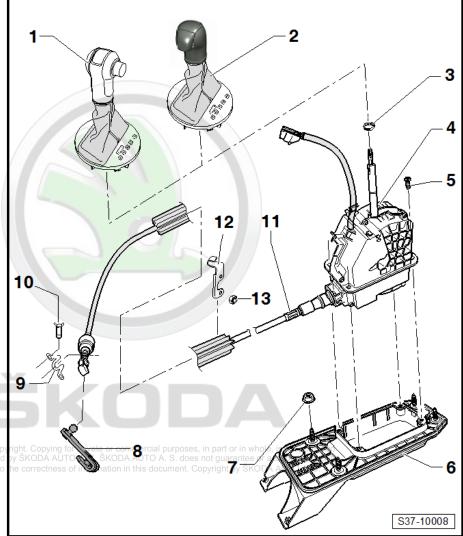
1.1.5 Summary of components - gearshift mechanism, Fabia II as of 11/2011, Roomster as of 11/2011

1 - Transmission cover with selector lever handle

- ☐ Version up to 10/2012.
- Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Installing and removing the transmission cover ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- Removing and installing relay lever
 - ⇒ "1.4.3 Removing and installing selector lever, Fabia II up to 10/2012, Roomster up to 10/2012", page 59
- ☐ Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P", page 48
- □ the symbol insert and the circuit board with the lamp for selector lever scale illumination -L101- are integrated in the cover

2 - Transmission cover with selector lever handle

- □ Version as of 11.2012.
- Assignment ⇒ Electronic Catalogue of Original



- Installing and removing the transmission cover
 - ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- ☐ Removing and installing relay lever
 - ⇒ "1.4.5 Removing and installing clutch pedal, vehicles from 11.2012", page 61
- □ Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P ", page 48
- u the symbol insert and the circuit board with the lamp for selector lever scale illumination L101- are integrated in the cover

3 - Clamp

□ Replace after disassembly

4 - Shift mechanism

- ☐ with selector lever lock solenoid N110-
- □ Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P", page 48
- □ Removing and installing ⇒ "1.6 Removing and installing selector mechanism", page 65
- □ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85



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5 - Sc	crew
	8 Nm

6 - Bearing bracket for gearshift mechanism

7 - Nut

□ 25 Nm

8 - Gearshift lever

9 - Cable support

for selector lever control cable

10 - Screw

for	cable	sup	port	to	gear	KOC

- ☐ 2 pieces
- □ 23 Nm

11 - Selector lever control cable

- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
 - The selector lever control cable must not be removed from the shift mechanism (Pos. 3) and must be replaced together as one component part.
- Do not grease selector lever control cable
- □ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85

12 - Mounting bracket

for selector lever control cable

13 - Nut

- ☐ for support to gearbox (Pos. 12)
- □ 13 Nm





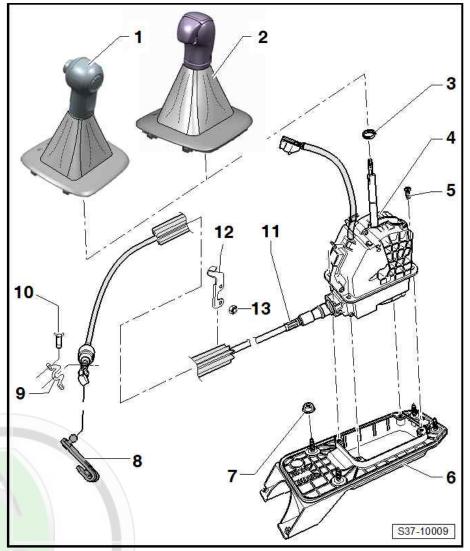
1.1.6 Summary of components - gearshift mechanism, Rapid NH to 05/2015, Rapid India

1 - Transmission cover with selector lever handle

- ☐ Version up to 10/2012.
- Assignment ⇒ Electronic Catalogue of Original Parts
- ☐ Installing and removing the transmission cover ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- Removing and installing relay lever
 - ⇒ "1.4.4 Removing and installing selector lever handle, Rapid NH, Rapid India, vehicles until 10.2012", page 60
- ☐ Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P", page 48
- □ the symbol insert and the circuit board with the lamp for selector lever scale illumination -L101- are integrated in the cover

2 - Transmission cover with selector lever handle

- Version as of 11.2012.
- Assignment ⇒ Electronic Catalogue of Original



- ☐ Installing and removing the transmission cover
 - ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- ☐ Removing and installing relay lever
 - ⇒ "1.4.5 Removing and installing clutch pedal, vehicles from 11.2012", page 61
- □ Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P ", page 48
- ☐ the symbol insert and the circuit board with the lamp for selector lever scale illumination L101- are integrated in the cover

3 - Clamp

□ Replace after disassembly

4 - Shift mechanism

- □ with selector lever lock solenoid N110-
- □ Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P ", page 48
- □ Removing and installing ⇒ "1.6 Removing and installing selector mechanism", page 65
 - □ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85



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5 - Screw
□ 8 Nm
6 - Bearing bracket for gearshift mechanism
7 - Nut
☐ 4 pieces
□ 25 Nm
8 - Gearshift lever
9 - Cable support
☐ for selector lever control cable
10 - Screw
☐ for cable support to gearbox
☐ 2 pieces
□ 23 Nm
11 - Selector lever control cable
☐ The selector lever control cable must not be removed from the shift mechanism (Pos. 3) and must be replaced together as one component part.
when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
☐ Do not grease selector lever control cable
□ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85
12 - Mounting bracket
☐ for selector lever control cable
13 - Nut



☐ for support to gearbox (Pos. 12)

□ 13 Nm



1.1.7 Summary of components - gearshift mechanism, Rapid NH to 06/2015

1 - Selector lever handle

- □ Removing and installing ⇒ "1.4.5 Removing and installing clutch pedal, vehicles from 11.2012", page 61
- for emergency release, this does not have to be removed completely, just detached from the transmission cover
- Removing and installing cover for shift mechanism
 - ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- □ Bring button to installation position
 ⇒ "1.5 Bring the lock but-
 - ⇒ "1.5 Bring the lock button on the selector lever handle into installation position, vehicles as of 11.2012", page 63

2 - Shift mechanism

- □ Perform emergency release of gearshift
 ⇒ "1.2 Emergency release of gearshift mechanism out of position P",
 page 48
- □ with integrated selector lever sensor control unit - J587- with selector lever - E313- , with Tiptronic switch - F189- , with selector lever switch

locked in P - F319- and selector lever lock solenoid - N110-

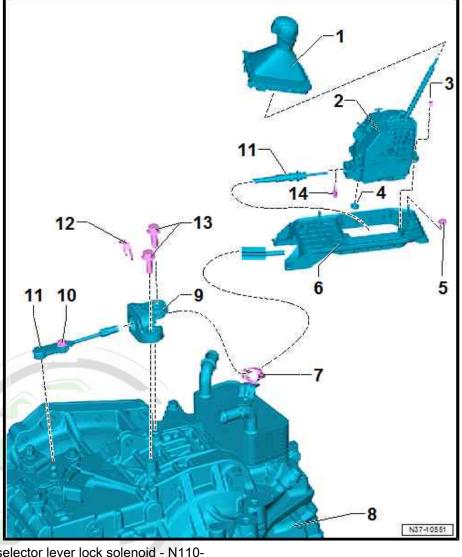
- □ Assignment ⇒ Electronic Catalogue of Original Parts
- Removing and installing the entire shift mechanism including selector lever cable, Pos. 11, and the bearing bracket for the shift mechanism, Pos. 6
 ⇒ "1.6.3 Removing and installing the shift mechanism with selector lever cable, Rapid NH, Rapid India",

⇒ 1.6.3 Removing and installing the shift mechanism with selector lever cable, Rapid NH, Rapid India page 75

- □ Removing and installing without selector lever cable ⇒ "1.6.4 Removing and installing selector mechanism without selector lever cable, Rapid NH, from 05/2015", page 77
- □ Check ⇒ "1.7 Inspecting the gearshift mechanism", page 85.

2	- Screw	Protected by	y copyright.	ng for	private					t or in w	is not	
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- 4 pieces respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.
- □ 4 Nm
- 4 Plug
- 5 Nut
 - 4 pieces
 - ☐ M6 8 Nm
 - ☐ M8 20Nm





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6 - Bearing bracket for gearshift mechanism

7 - Fixing clamp

for shift cable

8 - Gearbox 09G

9 - Cable support

☐ with grommet and spacer for mounting the cable support bracket to gearbox

10 - Screw

- ☐ Adjusting screw for selector lever control cable
- □ 13 Nm

11 - Selector lever control cable

- ☐ Removing and installing ⇒ "1.10 Removing and installing the selector lever control cable", page 88
- □ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85

12 - Retaining clip

- secures the selector lever control cable at the cable support
- □ Replace after disassembly

13 - Screw

□ 20 Nm

14 - Retaining clip

□ Replace after disassembly







1.1.8 Summary of components - gearshift mechanism, Yeti

1 - Shift mechanism

- with selector lever lock solenoid - N110-
- Perform emergency release
 - ⇒ "1.2 Emergency release of gearshift mechanism out of position P", page 48
- □ Removing and installing ⇒ "1.6 Removing and installing selector mechanism", page 65
- testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85

2 - Screw

□ 8 Nm

3 - Bearing bracket for gearshift mechanism

4 - Nut

- □ 4 pieces
- □ 25 Nm

5 - Gearshift lever

6 - Cable support

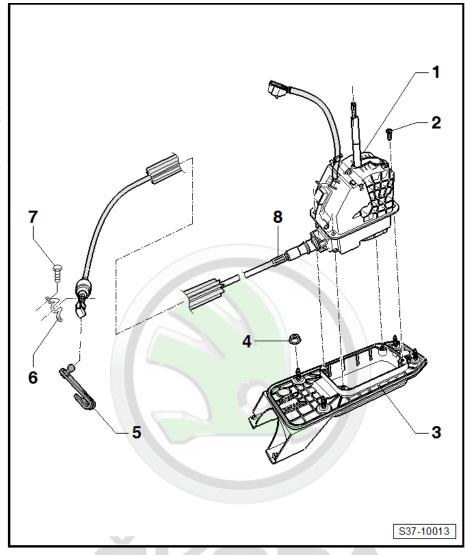
for selector lever control cable

7 - Screw

- for cable support to gearbox
- 2 pieces
- □ 23 Nm

8 - Selector lever control cable

- The selector lever control cable must not be separated from the shift mechanism (Pos. 1), but has to be removed as one component part ⇒ Electronic Catalogue of Original Parts.
- when installing in the vehicle, clamp on the gearbox side with the fixing part to the heat shield of the exhaust system
- □ Do not grease selector lever control cable
- □ testing and adjusting ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85





Gearbox 09G - Edition 07.2018

1.2 Emergency release of gearshift mechanism out of position "P"

⇒ "1.2.1 Emergency release of gearshift mechanism out of position P, Octavia II up to 05.2009", page 48

⇒ "1.2.2 Emergency release of gearshift mechanism out of position P", page 49

Emergency release of gearshift mecha-1.2.1 nism out of position "P", Octavia II up to 05.2009

Selector lever lock solenoid - N110- locks the selector lever in position "P". The selector lever can only be shifted out of "P" when the ignition is on or the engine has started, the brake pedal is actuated and the lock button on the selector lever handle is press-

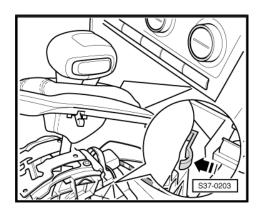
If there are faults in the voltage supply to the selector lever lock solenoid (battery discharged or fuse defective) or in case of defective solenoids, the selector lever cannot be moved out of the position "P", i.e the vehicle cannot be moved because the parking position is engaged.

If this is the case:

- Test fuses ⇒ Current flow diagrams, Electrical fault finding and Fitting locations.
- Check the battery voltage ⇒ Electrical System; Rep. gr. 27.

If the selector lever cannot be moved out of the position "P" despite the troubleshooting, the emergency release of the solenoids information in this document. Copyright by SKODA AUTO A. S. can be performed.

- Removing the cover for the shift mechanism ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50.
- The selector lever handle does not have to be removed it is enough to pull the detached transmission cover upwards and swivel it to the side.
- Depress the brake pedal or pull on the handbrake.
- Carefully insert a screwdriver from the top into the opening (retaining eye) at the side of the cover -arrow-.

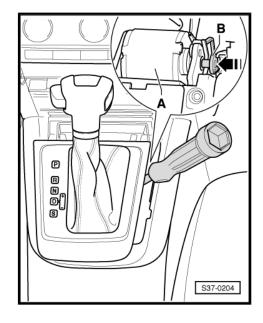






- Use a screwdriver -1- to push the lever -B- in -direction of arrow- and thereby unlock the selector lever lock solenoid -A-.
- Hold lever -B- in this position.
- Now press the button on the selector lever knob and shift the selector lever out of the position P.

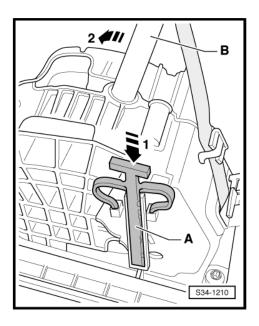
If the selector lever is then shifted again into the position "P", it is locked again in position "P".



1.2.2 Emergency release of gearshift mechanism out of position "P"

- Removing the cover for the shift mechanism ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- The selector lever handle does not have to be removed it is s enough to pull the detached transmission cover upwards and swivel it to the side.
- Depress the brake pedal or pull on the handbrake.
- Press the yellow plastic wedge -A- in -direction of arrow 1- and hold in this position.
- Now press the button on the selector lever handle and shift the selector lever -B- in -direction of arrow 2- out of the position P.

If the selector lever is then shifted again into the position "P", it is locked again in position "P".





1.3 Removing and Installing the cover for the shift mechanism

- ⇒ "1.3.1 Removing and installing the cover for the shift mechanism Fabia II, Roomster", page 50
- \Rightarrow "1.3.2 Removing and Installing the cover for the shift mechanism Superb II", page 51
- ⇒ "1.3.3 Removing and Installing the cover for the shift mechanism Octavia II", page 52
- ⇒ "1.3.4 Removing and Installing the cover for the shift mechanism Rapid NH, Rapid India", page 53
- ⇒ "1.3.5 Removing and Installing the cover for the shift mechanism Yeti", page 54

1.3.1 Removing and installing the cover for the shift mechanism - Fabia II, Roomster

Special tools and workshop equipment required

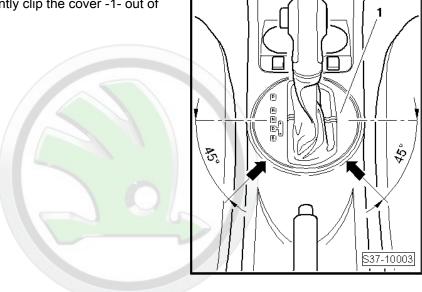
♦ Removal wedge - 3409-

As of 11.2012, the selector lever handle was changed, assignment \Rightarrow Electronic Catalogue of Original Parts

Removing

- Switch off ignition.
- Apply handbrake.
- Shift selector lever to position "N".

 Carefully press the disassembly wedge - 3409- in -direction of arrow- and subsequently clip the cover -1- out of the centre console.





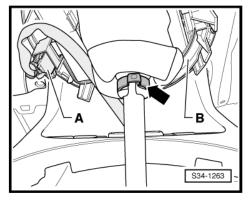
Protected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted unless authorised by ŠKODA AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.



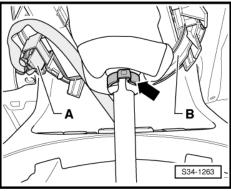
- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101-.

Installing

Installation is carried out in the reverse order. When installing, observe the following:



- Insert the plug connection -A- for lamp for selector lever scale illumination - L101- .
- When plugging in the plug connection for lamp for selector lever scale illumination L101- make sure that the contact pins are not bent.
- When fitting on the cover, make sure that the retaining lugs do not break off.
- Clip cover for shift mechanism into centre console.



1.3.2 Removing and Installing the cover for the shift mechanism Superb II

Special tools and workshop equipment required

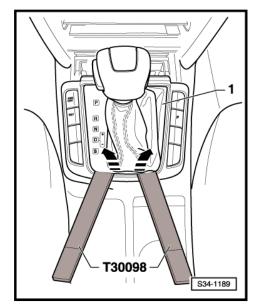
♦ Release tool - T30098-

As of 11.2012, the selector lever handle was changed, assignment ⇒ Electronic Catalogue of Original Parts

Removing

- Switch off ignition.
- Apply handbrake.
- -un Shift selector lever to position "N"TO A. S. does not guarantee or accept any liability
- Open ashtray in the centre console.

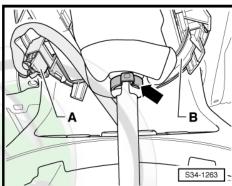
Release the cover for selector lever -1- with the release tool -T30098- in -direction of arrow-, as shown.



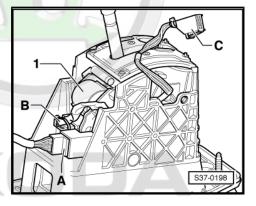
- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination L101- .

Installing

Installation is carried out in the reverse order. When installing, observe the following:



- Insert the plug connection -C- for lamp for selector lever scale illumination - L101-.
- When plugging in the plug connection for lamp for selector lever scale illumination - L101- make sure that the contact pins are not bent.
- When fitting on the cover, make sure that the retaining lugs do not break off.
- Clip cover for shift mechanism into centre console.



1.3.3 Removing and Installing the cover for for private or commercial purposes, in part or in whole, is not permitted the shift mechanism Octavia: II the correctness of information in this document. Copyright by SKODA AUTO A. S. Removing and Installing the cover for

Special tools and workshop equipment required

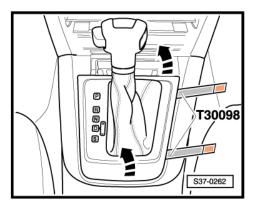
♦ Release tool - T30098-

As of 11.2012, the selector lever handle was changed, assignment ⇒ Electronic Catalogue of Original Parts

Removing

- Switch off ignition.
- Apply handbrake.
- Shift selector lever to position "N".

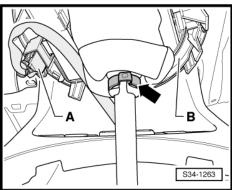
- Open ashtray in the centre console.
- Release the cover for shift mechanism with the release tool -T30098- at the points shown in the illustration and raise step by step in -direction of arrow-.



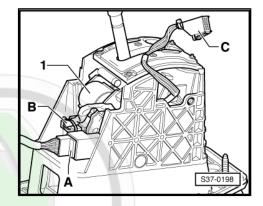
- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101-.

Installing

Installation is carried out in the reverse order. When installing, observe the following:



- Insert the plug connection -C- for lamp for selector lever scale illumination - L101-.
- When plugging in the plug connection for lamp for selector lever scale illumination - L101- make sure that the contact pins are not bent.
- When fitting on the cover, make sure that the retaining lugs do not break off.
- Clip cover for shift mechanism into centre console.



1.3.4 Removing and Installing the cover for the shift mechanism Rapid NH, Rapid India

Special tools and workshop equipment required

♦ Release tool - T30098-

As of 11.2012, the selector lever handle was changed, assignment ⇒ Electronic Catalogue of Original Parts

Removing

- Switch off ignition.
- Apply handbrake.
- Shift selector lever to position "N".

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Fit the release tool - T30098- under the cover for shift mechanism -1- and carefully lift it in -direction of arrow-.

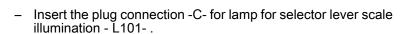


- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101-.

Installing

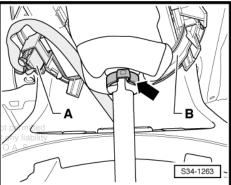
Installation is carried out in the reverse order. When installing, observe the following:

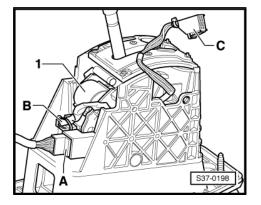
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- When plugging in the plug connection for lamp for selector lever scale illumination - L101- make sure that the contact pins are not bent.
- When fitting on the cover, make sure that the retaining lugs do not break off.
- Clip cover for shift mechanism into centre console.

T30098 S34-10023





1.3.5 Removing and Installing the cover for the shift mechanism Yeti

Special tools and workshop equipment required

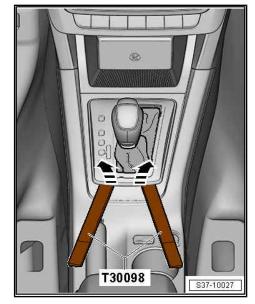
♦ Release tool - T30098-

Removing

- Apply handbrake.
- Shift selector lever to position "N".
- Switch off ignition.



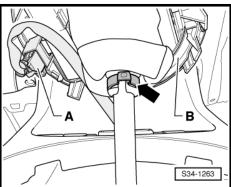
Pull the cover for shift mechanism with release tool - T30098in -direction of arrow-.



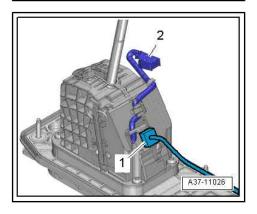
- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101- .

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Installation is carried out in the reverse order. When installing, observe the following:



- Insert the plug connection -2- for lamp for selector lever scale illumination L101- $\mbox{.}$
- When plugging in the plug connection for lamp for selector lever scale illumination L101- make sure that the contact pins are not bent.
- When fitting on the cover, make sure that the retaining lugs do not break off.
- Clip cover for shift mechanism into centre console.





1.4 Removing and installing selector lever handle

- ⇒ "1.4.1 Removing and installing selector lever, Octavia II up to 10/2012", page 56
- ⇒ "1.4.2 Removing and installing selector lever, Superb II up to 10/2012", page 57
- ⇒ "1.4.3 Removing and installing selector lever, Fabia II up to 10/2012, Roomster up to 10/2012", page 59
- ⇒ "1.4.4 Removing and installing selector lever handle, Rapid NH, Rapid India, vehicles until 10.2012", page 60
- ⇒ "1.4.5 Removing and installing clutch pedal, vehicles from 11.2012", page 61

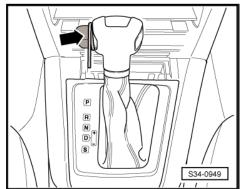
1.4.1 Removing and installing selector lever, Octavia II up to 10/2012

Special tools and workshop equipment required

♦ Hose binding claw

Removing

- Removing the cover for the shift mechanism
 ⇒ "1.3.3 Removing and Installing the cover for the shift mechanism Octavia II", page 52
- Before removing the handle, pull out the lock button over its pressure point and secure it -arrow- with a cable strap or a suitable wire -A-.
- This can prevent that the lock button is inadvertently pressed into the handle.





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- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101-.
- Open the warm-type clamp -arrow- below the handle and pull off handle with cover.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- The lock button must be fully pulled out for installing the selector lever handle.
- The handle must be secured with a cable tie -arrow- or an assembly aid, which is delivered with the new handle from the factory.

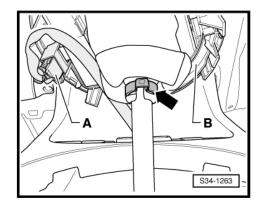
If the lock button has inadvertently not been secured, it may not be possible to pull it back out of the selector lever handle with mechanical auxiliary tools if it is pressed in.

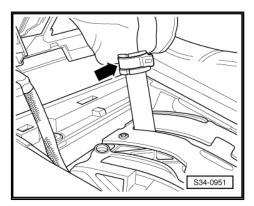
The lock button can be pressed out if necessary by positioning the compressed air pistol on the underside of the grip.

- Insert the selector lever with a new clamp onto the selector lever fully until the stop.
- During this procedure, the grip must latch in the annular groove of the selector lever.
- The handle must be rotated with the lock button to the driver.
- Remove the cable strap or the assembly aid.
- After removal, the lock button actuator engages into the vertical groove on the selector.
- If necessary, press the lock button into the selector lever han-

Tighten warm-type clamp -arrow- using the hose binding claw.

Installing the cover for the shift mechanism ⇒ "1.3.3 Removing and Installing the cover for the shift mechanism Octavia II", page 52





1.4.2 Removing and installing selector lever, Superb II up to 10/2012

Special tools and workshop equipment required

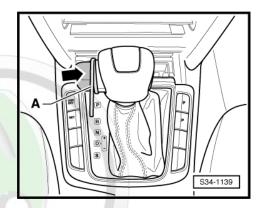
♦ Hose binding claw

Removing

Removing the cover for the shift mechanism ⇒ "1.3.2 Removing and Installing the cover for the shift mechanism Superb II", page 51

Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

- Before removing the handle, pull out the lock button over its pressure point and secure it -arrow- with a cable strap or a suitable wire -A-.
- This can prevent that the lock button is inadvertently pressed into the handle.



- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101- .
- Open the warm-type clamp -arrow- below the handle and pull off handle with cover.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- The lock button must be fully pulled out for installing the selector lever handle.
- The handle must be secured with a cable tie -arrow- or an assembly aid, which is delivered with the new handle from the factory.

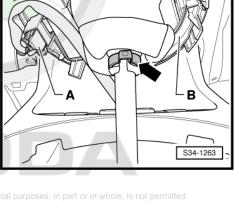
If the lock button has inadvertently not been secured, it may not be possible to pull it back out of the selector lever handle with mechanical auxiliary tools if it is pressed in.

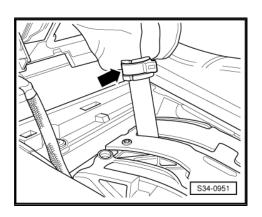
The lock button can be pressed out if necessary by positioning the compressed air pistol on the underside of the grip.

- Insert the selector lever with a new clamp onto the selector lever fully until the stop.
- During this procedure, the grip must latch in the annular groove of the selector lever.
- The handle must be rotated with the lock button to the driver.
- Remove the cable strap or the assembly aid.
- After removal, the lock button actuator engages into the vertical groove on the selector.
- If necessary, press the lock button into the selector lever handle.

Tighten warm-type clamp -arrow- using the hose binding claw.

Installing the cover for the shift mechanism ⇒ "1.3.2 Removing and Installing the cover for the shift mechanism Superb II", page 51







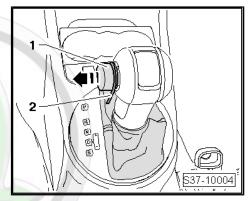
1.4.3 Removing and installing selector lever, Fabia II up to 10/2012, Roomster up to 10/2012

Special tools and workshop equipment required

Hose binding claw

Removing

- Removing the cover for the shift mechanism ⇒ "1.3.1 Removing and installing the cover for the shift mechanism - Fabia II, Roomster", page 50
- Before removing the handle, pull out the lock button -1- in -direction of arrow- over its pressure point and secure it with a cable strap or a suitable wire -2-.
- This can prevent that the lock button is inadvertently pressed into the handle.



- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - Lĭ101- .
- Open the warm-type clamp -arrow- below the handle and pull off handle with cover.

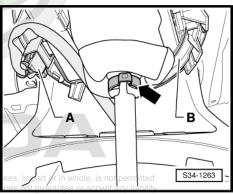
Installation is carried out in the reverse order. When installing, observe the following:

- The lock button must be fully pulled out for installing the selector lever handle.
- The handle must be secured with a cable tie -2- (Fig. S37-10004) or an assembly aid, which is delivered with the new handle from the factory.

If the lock button has inadvertently not been secured, it may not be possible to pull it back out of the selector lever handle with mechanical auxiliary tools if it is pressed in.

The lock button can be pressed out if necessary by positioning the compressed air pistol on the underside of the grip.

- Insert the selector lever with a new clamp onto the selector lever fully until the stop.
- During this procedure, the grip must latch in the annular groove of the selector lever.
- The handle must be rotated with the lock button to the driver.
- Remove the cable strap or the assembly aid.
- After removal, the lock button actuator engages into the vertical groove on the selector.
- If necessary, press the lock button into the selector lever handle.

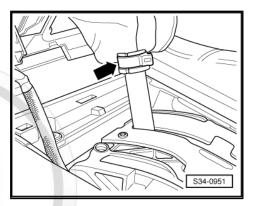




Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

Tighten warm-type clamp -arrow- using the hose binding claw .

Installing the cover for the shift mechanism
 ⇒ "1.3.1 Removing and installing the cover for the shift mechanism - Fabia II, Roomster", page 50.



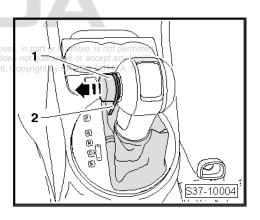
1.4.4 Removing and installing selector lever handle, Rapid NH, Rapid India, vehicles until 10.2012

Special tools and workshop equipment required

♦ Hose binding claw

Removing

- Removing the cover for the shift mechanism
 ⇒ "1.3.4 Removing and Installing the cover for the shift mechanism Rapid NH, Rapid India", page 53
- Before removing the handle, pull out the lock button -1- in
 -direction of arrow- over its pressure point and secure it with a
 cable strap or a suitable wire 12-opyright. Copying for private or constitution and the companion of the c
- This can prevent that the lock button is inadvertently pressed into the handle.





- Pull the cover -B- upwards over the handle.
- Detach the plug connection -A- for lamp for selector lever scale illumination - L101- .
- Open the warm-type clamp -arrow- below the handle and pull off handle with cover.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- The lock button must be fully pulled out for installing the selector lever handle.
- The handle must be secured with a cable tie -2- (Fig. S37-10004) or an assembly aid, which is delivered with the new handle from the factory.

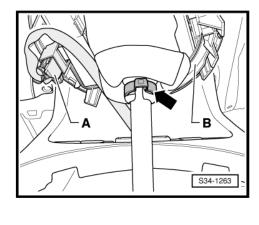
If the lock button has inadvertently not been secured, it may not be possible to pull it back out of the selector lever handle with mechanical auxiliary tools if it is pressed in.

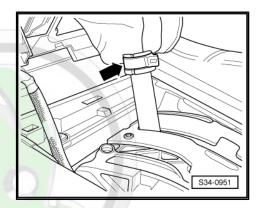
The lock button can be pressed out if necessary by positioning the compressed air pistol on the underside of the grip.

- Insert the selector lever with a new clamp onto the selector lever fully until the stop.
- During this procedure, the grip must latch in the annular groove of the selector lever.
- The handle must be rotated with the lock button to the driver.
- Remove the cable strap or the assembly aid. After removal, the lock button actuator engages into the vertical groove on the selector. If necessary, press the lock button into the selector lever handle.

Tighten warm-type clamp -arrow- using the hose binding claw.

Installing the cover for the shift mechanism ⇒ "1.3.4 Removing and Installing the cover for the shift mechanism Rapid NH, Rapid India", page 53.





1.4.5 Removing and installing clutch pedal, vehicles from 11.2012

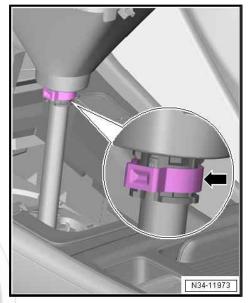
As of 11.2012, the selector lever handle was changed, assignment ⇒ Electronic Catalogue of Original Parts

Removing

Removing the cover for the shift mechanism ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50.



Open the warm-type clamp -arrow- below the handle.



Detach the selector lever handle -1- together with the selector lever collar from the selector lever towards the top -arrow Aso that the lock button -2- is not pressed in.



Note

Ignore -arrow B-.

Installing

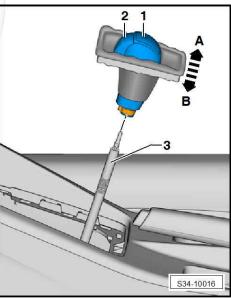
Installation is carried out in the reverse order. When installing, observe the following:



The shift mechanism can be damaged.

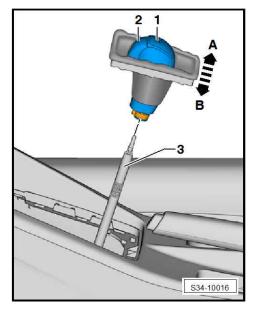
If the selector lever handle is installed with the lock button pressed in, then the selector lever handle as well as the selector lever control cable can be destroyed.

- In the installation position, the lock button on the selector lever must not be pressed in and must protrude.
- If the lock button was inadvertently pressed in when removing the selector lever handle, it must be repositioned 1.5 Bring the lock button on the selector lever handle into installation position, vehicles as of 11.2012", page 63.

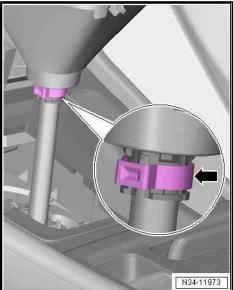




- Press the selector lever handle -1- onto the selector lever in -direction of arrow B- in such a way that the lock button -2- is not touched.
- The selector lever handle must latch into the round slot of the selector lever.
- The lock button -2- points in direction of travel.
- A new clamp is fitted to the handle.



- Tighten warm-type clamp -arrow- using the hose binding claw.
- The selector lever is only correctly secured when the gripper clamp is under tension.
- Only then the lock button at the handle may be pressed.
- Press lock button at selector lever handle.
- Installing the cover for the shift mechanism ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50



1.5 Bring the lock button on the selector lever handle into installation position, vehicles as of 11.2012

Special tools and workshop equipment required

♦ Release tool - T40203-

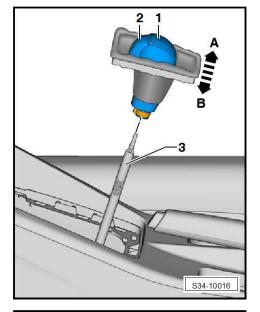
As of 11.2012, the selector lever handle was changed, assignment ⇒ Electronic Catalogue of Original Parts



Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

The lock button -2- at the selector lever handle protrudes in its installed position.

If the lock button -2- was inadvertently pressed in, it must then be repositioned in order to fit the selector lever handle.



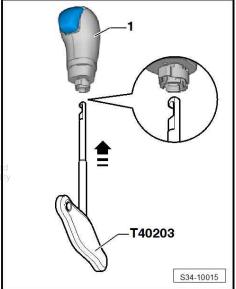
Carefully guide the release tool - T40203- fully into the selector lever handle -1- in -direction of arrow-.



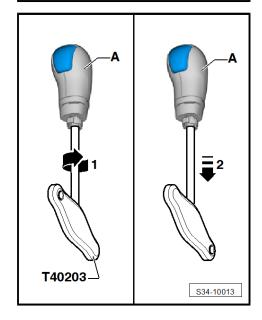
Note

The selector lever handle in the illustration is shown without the protective cover.

The recess at the release tool - T40203- points to the lock button and the hook points to the left.

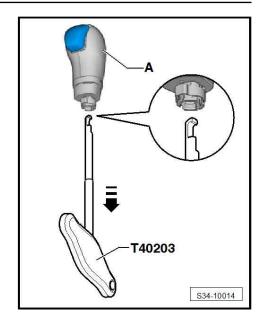


- Hold the selector lever handle -A- and turn the release tool -T40203- by 180° in -direction of arrow 1-.
- Carefully pull out the release tool T40203- in direction of arrow -2-.





- When pulling out the release tool T40203-, the lock button at the selector lever handle -A- is pressed in and locked.
- Do not touch and press in the lock button again before installing the selector lever handle.



Removing and installing selector mech-1.6 anism

- ⇒ "1.6.1 Removing and installing gearshift mechanism Fabia II, Roomster", page 65
 - "1.6.2 Removing and installing slave cylinder Octavia II, Superb II", page 70
 - ⇒ "1.6.3 Removing and installing the shift mechanism with selector lever cable, Rapid NH, Rapid India", page 75
 - ⇒ "1.6.4 Removing and installing selector mechanism without selector lever cable, Rapid NH, from 05/2015", page 77
 - ⇒ "1.6.5 Removing and installing shift mechanism, Yeti", <u>page 81</u>

1.6.1 Removing and installing gearshift mechanism - Fabia II, Roomster

Shift mechanism can also be replaced without selector lever cable, assignment ⇒ Electronic Catalogue of Original Parts.

Overview of vehicle up to 10/2011

⇒ "1.1.4 Summary of components - gearshift mechanism, Fabia II up to 10/2011, and Roomster up to 10/2011", page 39.

Removing and installing selector lever control cable ⇒ "1.10 Removing and installing the selector lever control cable", page 88.

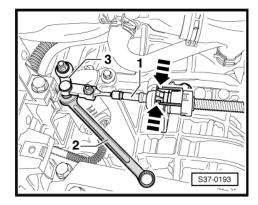
On vehicles as of production date 11/2011, the selector lever control cable must not be removed from the shift mechanism and is replaced together as a single part ⇒ Electronic catalogue of original parts.

Removing

- Shift selector lever into position "P".
- Disconnect plug from automatic gearbox control unit -J217-⇒ "2.1.2 Removing and installing automatic gearbox control unit J217 Fabia II, Roomster", page 209
- Removing selector lever handle ⇒ "1.4 Removing and installing selector lever handle", <u>page 56</u> .

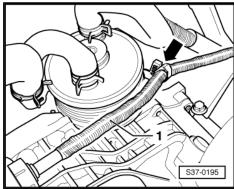
Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

- Remove the centre console ⇒ Body Work; Rep. gr. 68.
- Remove engine cover ⇒ engine; Rep. gr. 10.
- Remove battery and battery tray ⇒ Electrical System; Rep.
- Remove intake hose ⇒ Engine; Rep. gr. 24.
- Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g. using a fixed spanner -2-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.



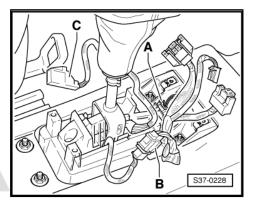
Unhook the selector lever control cable -1- from the clip -arrow- at the gearbox.

For vehicles up to 10.2011



- Separate plug connections -A- and -B-.

for vehicles from 11.2011

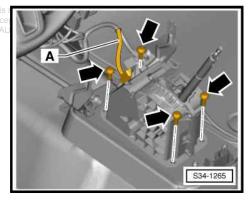




- Disconnect the plug connection -A- from the gearshift mech-
- Unscrew the screws -arrows- from the shift housing.

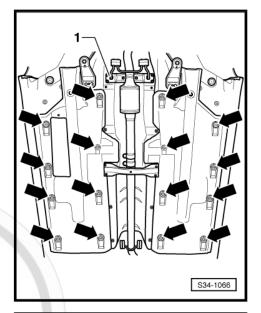
Continued for all vehicles

Raise vehicle.

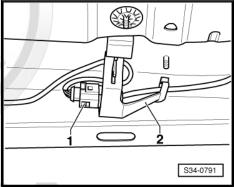




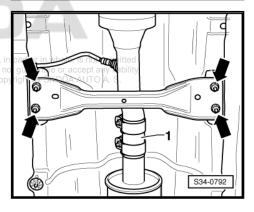
- Remove underbody cover on right and left -arrows-.
- Detach tunnel bridge below the exhaust system ⇒ Engine; Rep. gr. 26.



Disconnect plug connection -1-, remove inserting terminal out of the bracket -2- and expose wiring to lambda probe heater downstream of catalytic converter.



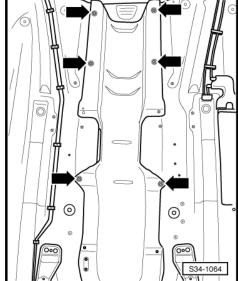
- Separate exhaust system at the clamping sleeve -1-.
- Remove the bracket for the pre-exhaust pipe from the assembly carrier arrows ⇒ Engine; Rep. gr., 26 or private or commercial purposes.
- Unhook front and rear silencer he Engine; Repagra 26 document. Co
- The decoupling element of the front part of the exhaust system should not be bent by more than 10° risk of damage.



- Remove heat shield -arrows-.

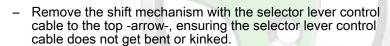
For vehicles up to 10.2011

A second mechanic is needed under the vehicle to remove the shift mechanism.



- Unscrew nuts -1- and -2-.
- Remove the shift mechanism together with the selector lever control to the bottom, ensuring the selector lever control cable does not get bent and kinked.

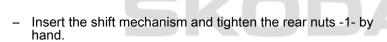
for vehicles from 11.2011



Installing

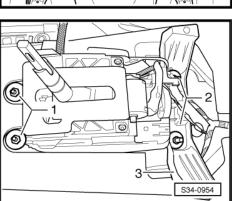
Installation is carried out in the reverse order. When installing, observe the following:

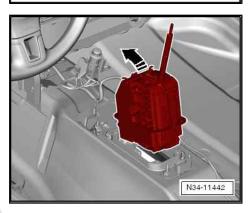
Do not bend or buckle selector lever control cable.

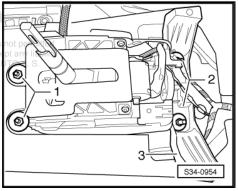


- Mount the strut for centre console -3- onto the shift mechanism as illustrated in the fig.
- Tighten nuts -1- and -2- to tightening torque.

For vehicles up to 10.2011



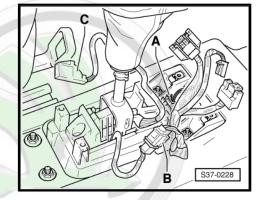






- Separate plug connections -A- and -B-.

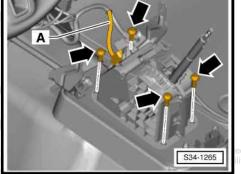
for vehicles from 11.2011



- Insert screws -arrows- into the shift housing.
- Fit plug connection -A- for the gearshift mechanism.

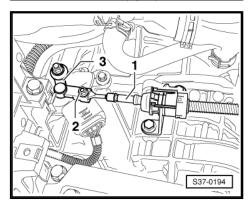
Continued for all vehicles





Insert the selector lever control cable -1- in the cable support/ gearbox and carefully push onto the gearshift lever -3-.

Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.





Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

- Hang the selector lever control cable -1- in the clip -arrow- at the gearbox.
- When installing the selector cable, keep a distance of at least 5 mm from the ATF cooler.
- Clamp the selector lever control cable on the gearbox side with the fixing part to the heat shield of the exhaust system.
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26.
- Installing the selector lever handle and cover for the shift mechanism
 ⇒ "1.4 Removing and installing selector lever handle",
 - page 56.

 Check the function of the ignition key anti-removal lock
- ⇒ "1.9 Check the function of the ignition key removal lock", page 88.
 Setting selector lover central cable.
- Setting selector lever control cable
 ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85
- Inspect gearshift mechanism
 ⇒ "1.7 Inspecting the gearshift mechanism", page 85
- Install air filter ⇒ Engine; Rep. gr. 24.
- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- Summary of components gearshift mechanism (Fabia II and Roomster) up to 10/2011
 - ⇒ "1.1.4 Summary of components gearshift mechanism, Far private or commercial purposes, in part or in whole, is not permitte bia II up to 10/2011, and Roomster up to 10/2011 "by page 39" 0 A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability to 10/2011, and Roomster up to 10/2011 by SKODA AUTO A. S.
- Summary of components gearshift mechanism (Fabia II and Roomster) as of 11/2011
 - ⇒ "1.1.5 Summary of components gearshift mechanism, Fabia II as of 11/2011, Roomster as of 11/2011", page 41

1.6.2 Removing and installing slave cylinder Octavia II, Superb II

For Octavia II vehicles up to production date 10/2009, the selector lever cable can be replaced separately.

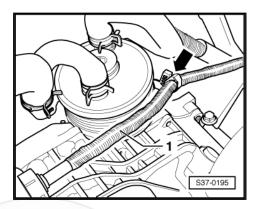
Summary of components

 \Rightarrow "1.1.1 Summary of components - shift mechanism, Octavia II up to 10/2009", page 32

On Superb II and Octavia II vehicles as of production date 11.2009, the selector lever control cable must not be removed from the shift mechanism and is replaced together as a single part.

Summary of components - Superb II

⇒ "1.1.3 Summary of components - gearshift mechanism -Superb II", page 37



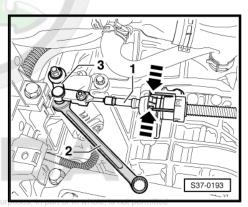


Summary of components - Octavia II as of 11/2009 ⇒ "1.1.2 Summary of components - gearshift mechanism, Octavia II as of 11/2009", page 35.

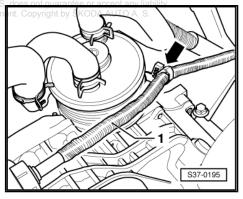
Assignment as per ⇒ Electronic Catalogue of Original Parts .

Removing

- Shift selector lever into position "P".
- Switch off ignition.
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Removing the selector lever handle and cover for the shift mechanism ⇒ "1.4 Removing and installing selector lever handle", <u>page 56</u>
- Remove the centre console ⇒ Body Work; Rep. gr. 68.
- Remove engine cover ⇒ engine; Rep. gr. 10.
- Remove air guide hose.
- Remove air filter ⇒ Engine; Rep. gr. 24.
- Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g. using a fixed spanner -2-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.



Unhook the selector lever control cable -1- from the clip on in this doc -arrow- at the gearbox.

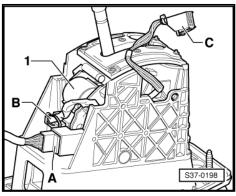


Disconnect plug connection -A- from the shift mechanism to the vehicle wiring harness.

Ignore pos. -B-, -C- and -1-.

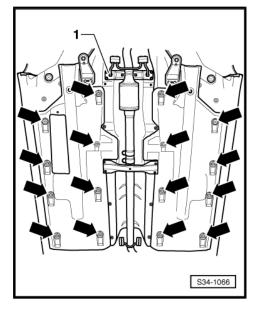
As of production date 11.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism \Rightarrow "1.1.2 Summary of components - gearshift mechanism, Octavia II as of 11/2009", page 35

Raise vehicle.

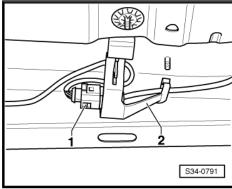


Fabia II 2007 \succ , Fabia II 2009 \succ , Fabia II 2011 \succ , Octavia II 2004 \succ ... Gearbox 09G - Edition 07.2018

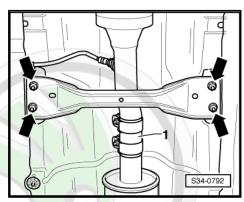
- Remove underbody cover on right and left -arrows-.
- Detach tunnel bridge below the exhaust system ⇒ Engine; Rep. gr. 26 .



 Disconnect plug connection -1-, remove inserting terminal out of the bracket -2- and expose wiring to lambda probe heater downstream of catalytic converter.



- Separate exhaust system at the clamping sleeve -1-.
- Remove the bracket for the pre-exhaust pipe from the assembly carrier arrows ⇒ Engine; Rep. gr. 26.
- Unhook front and rear silencer ⇒ Engine; Rep. gr. 26.
- The decoupling element of the front part of the exhaust system should not be bent by more than 10° risk of damage.

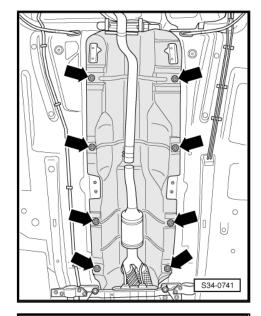




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- Clip off clips -arrows- and remove heat shield.
- A second mechanic is needed under the vehicle to remove the shift mechanism.

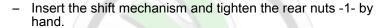


- Unscrew nuts -1- and -2-.
- Remove the shift mechanism together with the selector lever control to the bottom, ensuring the selector lever control cable does not get bent and kinked.

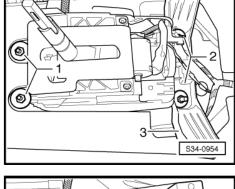
Installing

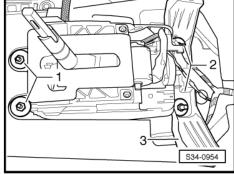
Installation is carried out in the reverse order. When installing, observe the following:

Do not bend or buckle selector lever control cable.



- Mount the strut for centre console -3- onto the shift mechanism as illustrated in the fig.
- Tighten nuts -1- and -2- to tightening torque.

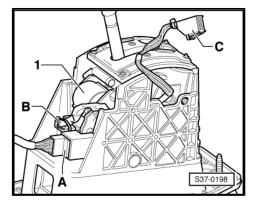




The fitting together of the plug connection -A- must not be performed, if the plug connector housing is latched into the shift mechanism. When fitting together (high resistance because of the spring) the catch of the plug connector housing breaks off.

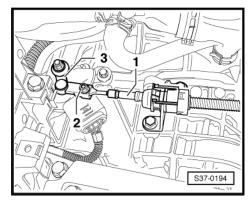
Connect plug -A- and plug connector housing and then latch into the shift mechanism.

As of production date 11.2009 the shift mechanism is changed, the 4-pin plug connection -B- and the selector lever lock solenoid - N110- -1- are already located in the shift mechanism "1.1.2 Summary of components - gearshift mechanism, Octavia II as of 11/2009", page 35.



Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

Insert the selector lever control cable -1- in the cable support/ gearbox and carefully push onto the gearshift lever -3-. Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.



- Hang the selector lever control cable -1- in the clip -arrow- at the gearbox. When installing the selector cable, keep a distance of at least 5 mm from the ATF cooler.
- Clamp the selector lever control cable on the gearbox side with the fixing part to the heat shield of the exhaust system.
- Install exhaust system and align free of stress ⇒ Engine; Rep.
- Installing the selector lever handle and cover for the shift mechanism ⇒ "1.4 Removing and installing selector lever handle", A AUTO A
- Check the function of the ignition key anti-removal lock ⇒ "1.9 Check the function of the ignition key removal lock",
- Setting selector lever control cable ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85
- Inspect gearshift mechanism ⇒ "1.7 Inspecting the gearshift mechanism", page 85.
- Install air filter ⇒ Engine; Rep. gr. 24.
- Connect earth strap of battery ⇒ Electrical System; Rep. gr.

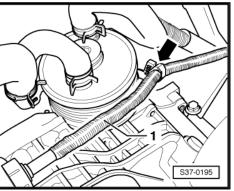
Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- Summary of components gearshift mechanism, Octavia II up to 10.2009 "1.1.1 Summary of components - shift mechanism, Octavia II up to 10/2009", page 32
- Summary of components gearshift mechanism Octavia II as of 11.2009 ⇒ "1.1.2 Summary of components - gearshift mechanism, Octavia II as of 11/2009", page 35
- Summary of components gearshift mechanism -Superb II ⇒ "1.1.3 Summary of components - gearshift mechanism -Superb II", page 37





1.6.3 Removing and installing the shift mechanism with selector lever cable, Rapid NH, Rapid India

Removing

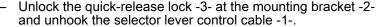
- Shift selector lever into position "P".
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g. using a fixed spanner -2-.



Risk of damage to the selector lever control cable.

Do not bend or buckle selector lever control cable.



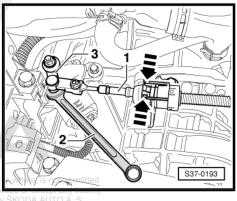


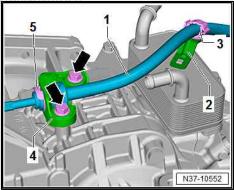
- Remove the circlip -5- and release the selector lever control cable -1- from the support -4-.
- Removing selector lever handle ⇒ "1.4 Removing and installing selector lever handle",
- Remove the centre console and air guide ⇒ Body Work; Rep. gr. 68.
- Disconnect plug connection for vehicle wiring harness to selector mechanism -1-.

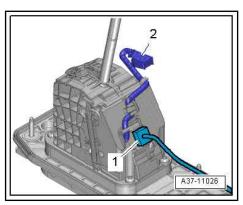


Note

Ignore -positions 2-.

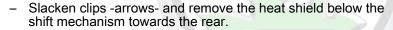


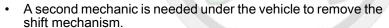




Fabia II 2007 \succ , Fabia II 2009 \succ , Fabia II 2011 \succ , Octavia II 2004 \succ ... Gearbox 09G - Edition 07.2018

- Detach both underfloor trim panels -2- and -4-.
- Detach underfloor trim panels by unscrewing the nuts on inner side only (side at exhaust pipe).
- Remove tunnel bridges -1- and -3- ⇒ Rep. gr. 50; General body repairs, exterior.
- Remove the rear part -5- of the exhaust system ⇒ Rep. gr. 26; Silencer/muffler; Removing and installing rear part of exhaust system.
- Unclip lambda probe cable at heat shield.





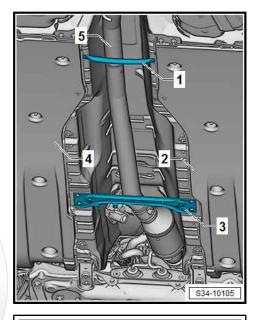


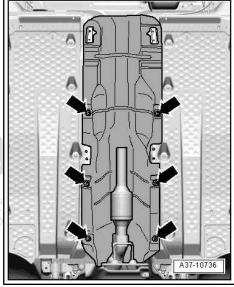
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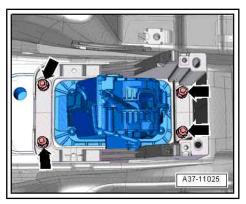
- Unscrew the nuts -arrows- in the vehicle interior.
- Remove the shift mechanism together with the selector lever control cable downwards.
- While doing so, guide the selector lever cable out of the cable support.
- Do not bend or buckle selector lever control cable.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

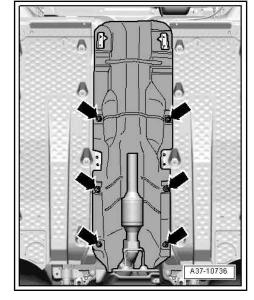








- Install heat shield under the shift mechanism and secure with clips -arrow-.
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26.
- Attach the tunnel bridges underneath the exhaust gas system ⇒ Body Work; Rep. gr. 50.
- Install underfloor trim panels ⇒ Body Work; Rep. gr. 50.
- Install the air guide and the centre console ⇒ Body Work; Rep. gr. 68.
- Installing the selector lever handle and cover for the shift mechanism ⇒ "1.4 Removing and installing selector lever handle", <u>page 56</u> .



- Insert the selector lever control cable -1- into the cable support/gearbox -4- and carefully push onto the gearshift lever.
- Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.
- Secure the selector lever control cable to the cable support -4- with a new securing clip -5-.
- Secure selector lever cable in the clamp -3-.
- Setting selector lever control cable ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Inspect gearshift mechanism \Rightarrow "1.7 Inspecting the gearshift mechanism", page 85.

Tightening torques and summaries of components



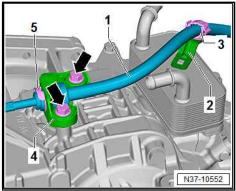
Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- Summary of components or private ⇒ "1.01.7 Summary of components P/gearshift mechanism; or accept any liability Rapid NH to 06/2015" page 45 atton in this document. Copyright by SKODA AUTO A. S.
- 1.6.4 Removing and installing selector mechanism without selector lever cable, Rapid NH, from 05/2015

Removing

- Removing selector lever handle ⇒ "1.4 Removing and installing selector lever handle", <u>page 56</u> .
- With ignition switched off, disconnect battery earth strap ⇒ Electrical system; Rep. gr. 27; Battery; Disconnecting and connecting battery.



Fabia II 2007 \succ , Fabia II 2009 \succ , Fabia II 2011 \succ , Octavia II 2004 \succ ... Gearbox 09G - Edition 07.2018

- Remove centre console and air guide ⇒ General body repairs, interior; Rep. gr. 68; Centre console; Removing and installing centre console.
- Disconnect plug connection for vehicle wiring harness to selector mechanism -1-.



Note

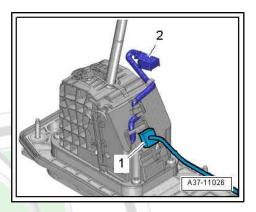
Ignore -positions 2-.

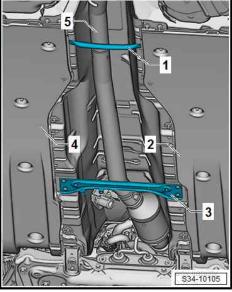
- Bring selector lever for the shift mechanism into position "N".
- The catch can only be released and the selector lever cable disconnected from the shift mechanism in this position.
- Detach both underfloor trim panels -2- and -4-.
- Detach underfloor trim panels by unscrewing the nuts on inner side only (side at exhaust pipe).
- Remove tunnel bridges -1- and -3- ⇒ Rep. gr. 50; General body repairs, exterior.
- Remove the rear part -5- of the exhaust system ⇒ Rep. gr.
 26; Silencer/muffler; Removing and installing rear part of exhaust system.
- Unclip lambda probe cable at heat shield.

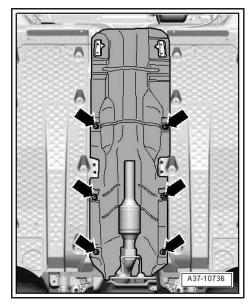


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 Slacken clips -arrows- and remove the heat shield below the shift mechanism towards the rear.

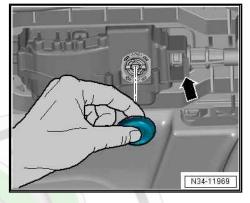




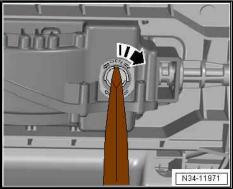




- Detach the plug from the bottom part of the shift mechanism and take off the lock washer for the selector lever cable
- Replace the lock washer after removing it.



- Turn the catch for the selector lever cable 90° in -direction of arrow- with a large screwdriver.
- Pull the selector lever cable out of the shift mechanism.

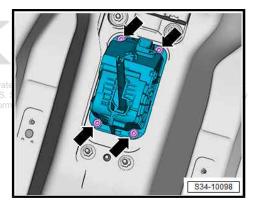


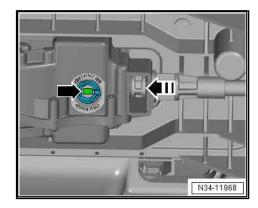
Unscrew screws -arrows- and remove the shift mechanism upwards.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Do not bend or buckle the selector lever control cable.
- Do not grease selector lever control cable.
- After install the shift mechanism, check the cable for ease of movement and adjust ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85
- The selector lever for the shift mechanism is at position "N". The cable can only be locked in this position.
- Insert the cable into the shift mechanism far enough for it to be visible in the catch for the shift mechanism -arrow-.



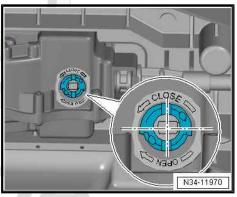


Fabia II 2007 \succ , Fabia II 2009 \succ , Fabia II 2011 \succ , Octavia II 2004 \succ ... Gearbox 09G - Edition 07.2018

 Turn the catch for the selector lever cable 90° in -direction of arrow- with a large screwdriver.

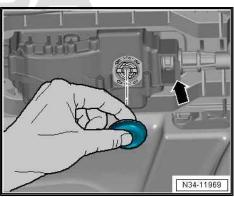


 The selector lever cable is secured once the recesses of the catch are at right angles to the cable.



- Install a new lock washer -arrow- and insert plug.

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- Install heat shield under the shift mechanism and secure with clips -arrow-.
- Install the rear part -5- of the exhaust system ⇒ Rep. gr. 26; Silencer/muffler; Removing and installing rear part of exhaust system.
- Install the tunnel cross-piece ⇒ External body repairs; Rep. gr. 50; Underbody protection; install and remove tunnel crosspiece .
- Install the air guide and the centre console ⇒ General body repairs, interior; Rep. gr. 68; Centre console; Removing and installing centre console.
- Installing the selector lever handle and cover for the shift mechanism ⇒ "1.4 Removing and installing selector lever handle", page <u>56</u>.
- Connect battery earth strap ⇒ Electrical system; Rep. gr. 27; Battery; Disconnecting and connecting battery.
- Setting selector lever control cable ⇒ "1.8 Inspecting and adjusting the selector lever control ca-<u>ble", page 85</u> .
- Inspect gearshift mechanism 1.7 Inspecting the gearshift mechanism", page 85

Tightening torques and summaries of components



Note

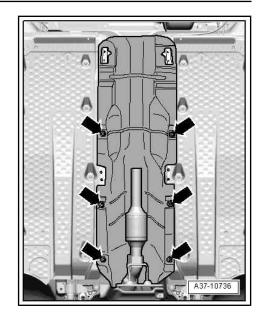
Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

1 Summary of components - Gearshift mechanism", page

Removing and installing shift mecha-1.6.5 nism, Yeti

Removing

- Shift selector lever into position "P".
- Removing selector lever handle ⇒ "1.4 Removing and installing selector lever handle",
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Remove ashtray or storage area in front of the shift mechapart or in whole, is not permitted nism ⇒ Body Work; Rep. gr. 68.
- Remove the centre console and air guide ⇒ Body Work; Rep. gr. 68.



Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

Disconnect plug connection for vehicle wiring harness to selector mechanism -1-.



Note

Ignore -positions 2-.

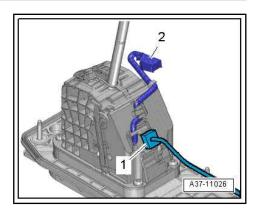


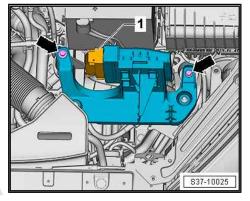
NOTICE

Risk of damage to electronic parts

Static discharge may damage the control unit or other electronic parts.

- Touch an earthed object before working on the electrical components.
- Do not grab directly at the plug contacts or electronic components.
- Unlock the plug connection -1- and pull out.
- Unscrew screws -arrow-.
- Undo the mounting bracket with the automatic gearbox control unit - J217- from the bearing and remove it upwards and out.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.





Lever off the selector lever control cable -1- from the gearshift lever -3+,se.g. using a fixed spanner -2+. AUTO A. S. does not

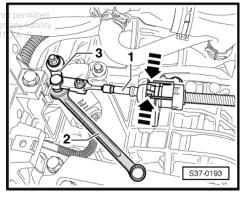


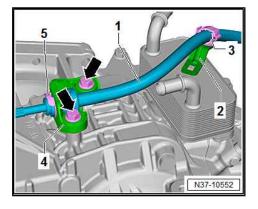
Risk of damage to the selector lever control cable.

- Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.
- Do not bend or buckle selector lever control cable.
- Do not press the selector lever control cable out of the cable support towards the rear.

The selector lever control cable is only guided out of the cable support when removing the gearshift mechanism.

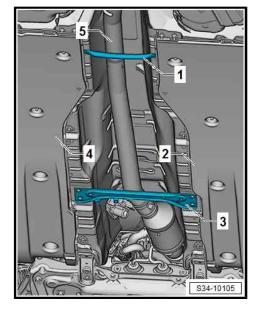
- Unlock the quick-release lock -3- at the mounting bracket -2and unhook the selector lever control cable -1-.
- Remove the lock washer -5- and release the selector lever cable -1- from the support -4-.



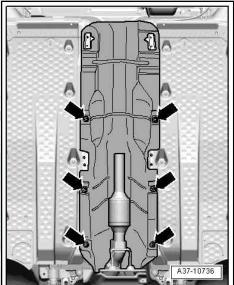




- Detach both underfloor trim panels -2- and -4-.
- Detach underfloor trim panels by unscrewing the nuts on inner side only (side at exhaust pipe).
- Remove tunnel bridges -1- and -3- ⇒ Rep. gr. 50; General body repairs, exterior.
- Remove the rear part -5- of the exhaust system ⇒ Rep. gr. 26; Silencer/muffler; Removing and installing rear part of exhaust system.
- Unclip lambda probe cable at heat shield.

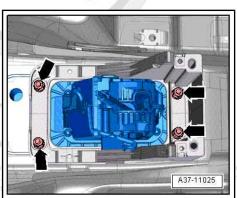


- Slacken clips -arrows- and remove the heat shield below the shift mechanism towards the rear.
- A second mechanic is needed under the vehicle to remove the shift mechanism.



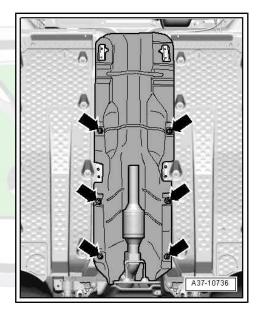
- Unscrew the nuts -arrows- in the vehicle interior.
- Remove the shift mechanism together with the selector lever control cable downwards.
- While doing so, guide the selector lever cable out of the cable
- Do not bend or buckle selector lever control cable.

Installing

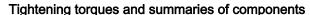




- Install heat shield under the shift mechanism and secure with clips -arrow-.
- Install exhaust system and align free of stress ⇒ Engine; Rep.
- Attach the tunnel bridges underneath the exhaust gas system ⇒ Body Work; Rep. gr. 50.
- Install underfloor trim panels ⇒ Body Work; Rep. gr. 50.
- Install the air guide and the centre console ⇒ Body Work; Rep. gr. 68.
- Installing the selector lever handle and cover for the shift mechanism
 - ⇒ "1.4 Removing and installing selector lever handle", <u>page 56</u>.



- Insert the selector lever control cable -1- into the cable support/gearbox -4- and carefully push onto the gearshift lever.
- Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.
- Secure the selector lever control cable to the cable support -4- with a new securing clip -5-. unless author
- Secure selector lever cable in the clamp -3-.
- Setting selector lever control cable \Rightarrow "1.8 Inspecting and adjusting the selector lever control cable", page 85 .
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Install mounting bracket with automatic gearbox control unit -J217- .
- Connect plug -1- to automatic gearbox control unit J217- .
- Install air filter, if is has been removed ⇒ Engine; Rep. gr. 24 or ⇒ Engine; Rep. gr. 23.
- Inspect gearshift mechanism ⇒ "1.7 Inspecting the gearshift mechanism", page 85



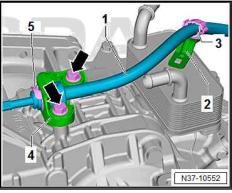


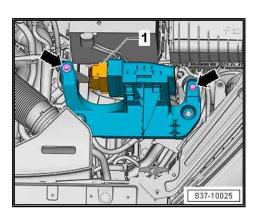
Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

Summary of components \Rightarrow "1.1.8 Summary of components - gearshift mechanism, Yeti", page 47

Component	Nm
Control unit holder at battery tray	5







1.7 Inspecting the gearshift mechanism

- In selector lever positions "S", "D", "R" and Tiptronic position it must not be possible to activate the starter.
- At speeds above 5 km/h and shifting in selector lever position "N", the selector lever lock solenoid must not engage and block the selector lever. The selector lever can be shifted in a driving position.
- At speeds below 5 km/h (virtual standstill) and shifting in selector lever position "N", the selector lever lock solenoid must only engage after approx. 1 s. The selector lever can only be moved from position "N" by activating the brake pedal.

Selector lever in position "P" and ignition switched on:

Brake pedal is not operated:

The selector lever is locked and cannot be moved out of position "P". The selector lever lock solenoid blocks the selector lever.

Brake pedal is operated:

The selector lever lock solenoid releases the selector lever. It is possible to engage a driving gear position. Slowly shift selector lever from "P" through "R, N, D, S"; while doing so check whether the selector lever position in the dash panel insert corresponds with the actual selector lever position.

Selector lever in position "N" and ignition switched on:

Brake pedal is not operated:

The selector lever is locked and cannot be moved out of position "N". The selector lever lock solenoid blocks the selector lever.

Brake pedal is operated:

The selector lever lock solenoid releases the selector lever. It is possible to engage a driving gear position.

Selector lever in position "D" ignition and light switched on:

Selector lever in Tiptronic gear leads to:

The lighting up of the "D" symbol in the selector lever position indicator should go out and the "+" and "-" symbols should light

When the gear selector lever is put into the Tiptronic gate, the selector lever position display in the dash panel insert should change from "PRNDS" to "654321".

Move selector lever in the Tiptronic gear to "+" and "-".

When the gear selector lever is put into a higher or a lower driving position, the selector lever position display in the dash panel insert should change.

- Inspecting and adjusting the selector lever control cable "1.8 Inspecting and adjusting the selector lever control cable", page 85
- Check ignition key anti-removal lock ⇒ "1.9 Check the function of the ignition key removal lock", page 88

Inspecting and adjusting the selector 1.8 lever control cable

Checking

Shift selector lever into position "P".

Fabia II 2007 \succ , Fabia II 2009 \succ , Fabia II 2011 \succ , Octavia II 2004 \succ ... Gearbox 09G - Edition 07.2018

Remove engine cover ⇒ engine; Rep. gr. 10.

For vehicles Octavia II and Superb II

- Remove air guide hose.
- Remove air filter ⇒ Engine; Rep. gr. 24.

For vehicles Fabia II, Roomster and Rapid

- Remove automatic gearbox control unit J217 ⇒ "2.1.2 Removing and installing automatic gearbox control unit J217 Fabia II, Roomster", page 209
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Remove intake hose ⇒ Engine; Rep. gr. 24.

For vehicles Octavia III

- Remove air filter ⇒ Engine; Rep. gr. 24.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.

For vehicles Yeti

- Remove automatic gearbox control unit J217- with mounting bracket
 ⇒ "2.1.4 Removing and installing automatic gearbox control unit J217, Yeti", page 211.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.

Continued for all vehicles

 Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.

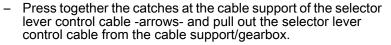


Note

Ignore position -2- and -4-.

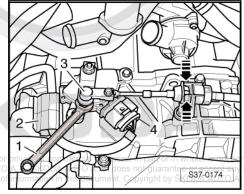
For Fabia II, Roomster, Rapid, Octavia II and Superb II vehicles

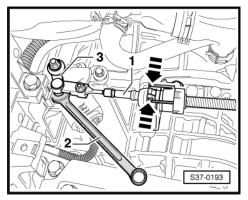
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- Lever off selector lever control cable in such a way that the extremity can move freely.
- Do not bend or buckle selector lever control cable.

For Octavia III, Rapid and Yeti vehicles







- Unlock the quick-release lock -3- at the mounting bracket -2and unhook the selector lever control cable -1-.
- Unscrew the screws -arrows-, remove the support for the selector lever control cable -4- and place it to one side.
- Do not remove the circlip -5-.
- Do not bend or buckle the selector lever control cable.

Continued for all vehicles

- Shift selector lever from "P" to "S".
- Check front boot on the selector lever cable control for damage, if necessary replace control cable.
- Shift selector lever into position "P".
- Gearshift mechanism and selector lever control cable must move smoothly when shifting gears.
- Carefully push the selector lever control cable onto the gearshift lever and insert into the cable support/gearbox.

Setting

The selector lever control cable must be set, if:

- the selector lever control cable was removed from the gearbox.
- the engine was removed and installed or the gearbox was removed and installed.
- the selector lever control cable or the shift mechanism was removed and installed,
- The position of the engine/gearbox was changed, e.g. during a stress-free assembly of the unit.
- Shift selector lever into position "P".
- Loosen screw -2- at the front ball socket of the selector lever control cable -1-.
- Tip selector lever in position "P" slightly to the front and to the rear, however under no circumstances move out of "P".
- Position the gearshift lever -3- at the gearbox in "P", i.e. push the gearshift lever fully backwards against the direction of travel.
- The locking lever must engage in parking gear, both front wheels are blocked (cannot be simultaneously turned in one direction).
- Tighten screw -2-.

Inspect gearshift mechanism

⇒ "1.7 Inspecting the gearshift mechanism", page 85

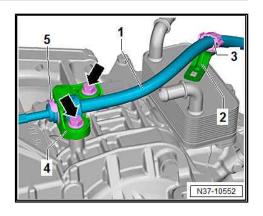
Tightening torques and summaries of components

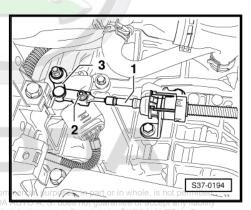


Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

Component	Nm
Adjusting screw for selector lever control cable	13







1.9 Check the function of the ignition key removal lock

- Switch on the ignition do not start the engine.
- Depress brake pedal and hold pressed.
- Shifting the selector lever out of the position "P" when the lock button is pressed at the selector lever handle must be possible without "jerking".
- Switch off ignition.
- The key cannot be withdrawn from the ignition starter switch in any other selector lever position except in the position "P".
- Shift selector lever into position "P".
- Withdraw ignition key.
- Only withdraw the key from the ignition starter switch if the selector lever is in position "P".
- The selector lever cannot be shifted out of position "P" when the button is pressed and the brake pedal is actuated.

If the ignition key removal lock does not function as described:

- ◆ Inspecting and adjusting the selector lever control cable ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85.
- ◆ Inspect the vehicle ⇒ Vehicle diagnostic tester in the "Targeted fault finding" function.

1.10 Removing and installing the selector lever control cable

⇒ "1.10.1 Removing and installing selector lever, Octavia II up to 10/2009, Fabia II up to 10/2011, Roomster up to 10/2011", page 88

⇒ "1.10.2 Removing and installing selector lever control cable Rapid from 05.2015", page 96

1.10.1 Removing and installing selector lever, Octavia II up to 10/2009, Fabia II up to 10/2011, Roomster up to 10/2011

Selector lever control cable can be replaced as a separate part or only on the vehicles:

- ◆ Octavia II up to 10/2009 ⇒ "1.1.1 Summary of components - shift mechanism, Octavia II up to 10/2009", page 32.
- ◆ Fabia II up to 10/2011 and Roomster up to 10/2011 ⇒ "1.1.4 Summary of components - gearshift mechanism, Fabia II up to 10/2011, and Roomster up to 10/2011", page 39.

For other vehicles, the selector lever cable cannot be removed and replaced individually. It can only be removed with the entire shift mechanism.

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Octavia II

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⇒ "1.6.2 Removing and installing slave cylinder Octavia II, Superb II", page 70

Fabia, Roomster
 ⇒ "1.6.1 Removing and installing gearshift mechanism - Fabia II, Roomster", page 65

Removing

- Remove engine cover engine ⇒ Engine; Rep. gr. 10

For vehicles Octavia II (up to production date 10.2009)

- Shift selector lever into position "S".
- Switch off ignition.
- Remove air guide hose.
- Remove air filter ⇒ Engine; Rep. gr. 24.

For vehicles Fabia II and Roomster (up to production date 10.2011)



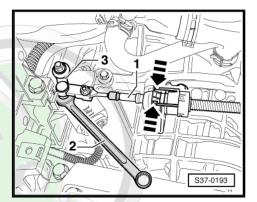
Note

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27.

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Disconnect plug from automatic gearbox control unit J217-.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Remove intake hose ⇒ Engine; Rep. gr. 24.

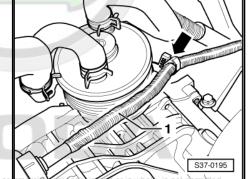
Continued for all vehicles

- Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g. using a fixed spanner -2-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.

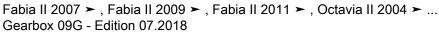


 Unhook the selector lever control cable -1- from the clip -arrow- at the gearbox.

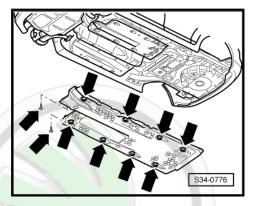
For vehicles Octavia II (up to production date 10.2009)



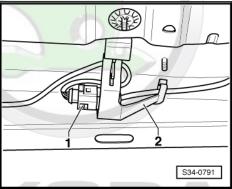
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- Remove underbody cover on right and left -arrows-.
- Attach the tunnel bridges underneath the exhaust gas system ⇒ Body Work; Rep. gr. 50.



Disconnect plug connection -1-, remove inserting terminal out of the bracket -2- and expose wiring to lambda probe heater downstream of catalytic converter.



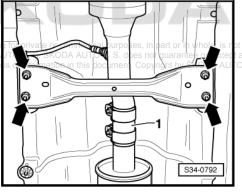
Separate exhaust system at the clamping sleeve -1- ⇒ Engine; Rep. gr. 26.

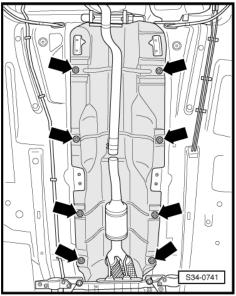


Note

The decoupling element of the front part of the exhaust system should not be bent by more than 10° - risk of damage.

- Unhook front and rear silencer ⇒ Engine; Rep. gr. 26.
- Clip off clips -arrows- and remove heat shield.

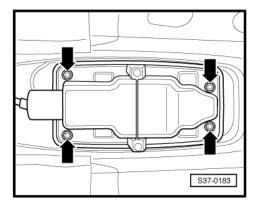






S37-0201

- Unscrew the nuts -arrows- for the lid of the shift mechanism.
- Carefully slide the cover with boot over the selector lever control cable forward. At the same time do not damage the boot.



- Release screws -arrows-.



Risk of damage to electronic parts

Static discharge may damage the circuit board of the shift mechanism.

- Touch an earthed object before working on the electrical components.
- Under no circumstances touch the circuit board -B- with your fingers, because static discharge can destroy the electronic components on the circuit board. The circuit board can only be replaced together with the gearshift mechanism!
- Detach catch plate -A- from the gearshift mechanism.



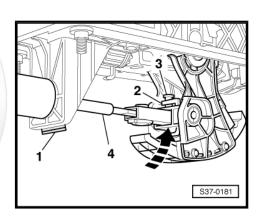
Note

The catch plate is clipped to the left and to the right with retaining lugs.

- Pull out the locking clasp -1- for the selector lever control on the gearshift mechanism downwards.
- Pull the plastic securing spring -2- slightly forwards and only push the pin -3- as far as necessary upwards -arrow-.
- · Make sure that the pin is not fully pressed out.
- Pull selector lever control cable -4- out of the gearshift mechanism

For vehicles Fabia II and Roomster (up to production date 10.2011)

Shift selector lever to "Tiptronic" position.

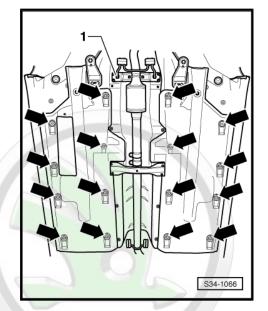




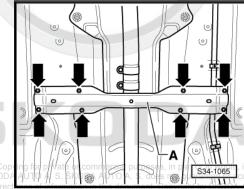
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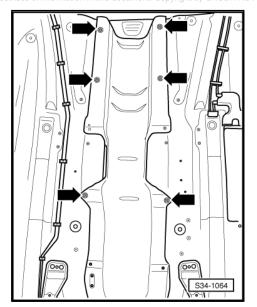
- Gearbox 09G Edition 07.2018
- Remove the pre-exhaust pipe with mounting bracket -1- ⇒ Engine; Rep. gr. 26.
- Remove underbody cover on right and left -arrows-.



- Detach tunnel bridge below the exhaust system \Rightarrow Engine; Rep. gr. 26 .
- Unhook rear silencer in such a way that it does not come in contact with the rear axle.

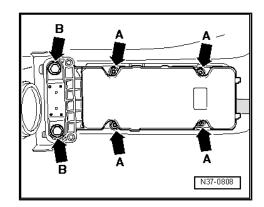


Remove heat shield -arrows-.





- Unscrew the gearbox housing cover -arrow-.
- Carefully slide the cover with boot over the selector lever control cable forward. At the same time do not damage the boot.



- Push away selector lever control cable -2- in -direction of arrow- from the selector lever -3-.
- Pull out securing clasp -1-.
- Pull the selector lever control cable out of the protective cover.

Continued for all vehicles



Note

Do not bend or buckle selector lever control cable.

Remove selector lever control cable.

Installing

Installation is carried out in the reverse order. When installing, observe the following:



Note

- Inspect boot for damage; the boot must be replaced together with the selector lever control cable.
- Check correct fitting of the boot and do not install the boot twisted.

For vehicles Octavia II (up to production date 10.2009)

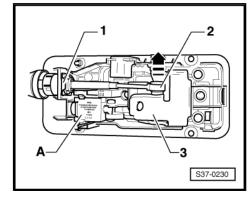


NOTICE

Risk of damage to electronic parts

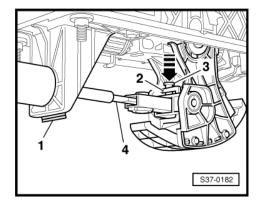
Static discharge may damage the circuit board of the shift mechanism.

- Touch an earthed object before working on the electrical components.
- Under no circumstances touch the circuit board -B- with your fingers, because static discharge can destroy the electronic components on the circuit board. The circuit board can only be replaced together with the gearshift mechanism!



Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

- Insert the end of the selector lever control cable -4- into the joint of the selector lever.
- Push the pin -3- downwards -arrow-.
- Check if the plastic securing spring -2- has locked the pin.
- Fit new locking clasp -1- for selector lever control cable to the gearshift mechanism.
- Installation site: Angled end of locking clasp points towards the inside of the gearshift mechanism.



- Install catch plate -A-.



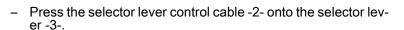
Note

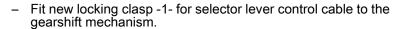
The catch plate is clipped to the left and to the right with retaining lugs.

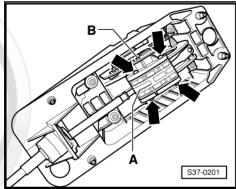
- Screw in screws -arrow-.
- Screw the cover with affixed seal with new nuts to the shift mechanism. Watch out for the correct arrangement of the seal.
- Tighten nuts for cover -arrows- to tightening torque
 ⇒ "1.1.1 Summary of components shift mechanism, Octavia II up to 10/2009", page 32 .
- Insert the boot of the selector lever control cable into the cover.

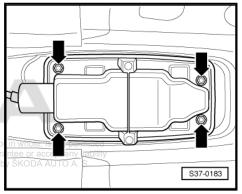
For vehicles Fabia II and Roomster (up to production date 10.2011)

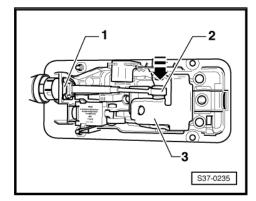
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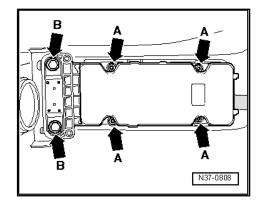


Screw cover for shift mechanism -arrows- with new nuts and tighten to the tightening torque

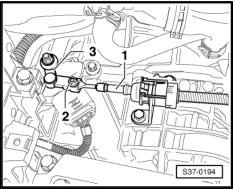
⇒ "1.1.4 Summary of components - gearshift mechanism, Fabia II up to 10/2011, and Roomster up to 10/2011", page 39

Continued for all vehicles

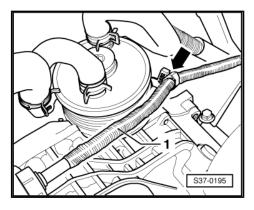
- Shift selector lever into position "P".



Press Gearshift lever -3- on the gearbox all the way back to the position "P" (in the illustration: all the way to the right) until the parking lock engages. Both front wheels are blocked (cannot be simultaneously turned in one direction).



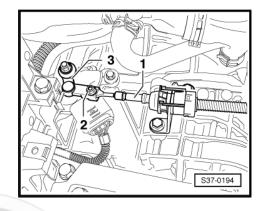
- Hang the selector lever control cable -1- in the clip -arrow- at the gearbox.
- When installing the selector cable, keep a distance of at least 5 mm from the ATF cooler.





Fabia II 2007 \succ , Fabia II 2009 \succ , Fabia II 2011 \succ , Octavia II 2004 \succ ... Gearbox 09G - Edition 07.2018

- Loosen screw -2- at the front ball socket of the selector lever control cable -1-.
- Insert the selector lever control cable in the cable support/ gearbox and carefully press onto the gearshift lever. Do not bend the gearshift lever, otherwise it will no longer be possible to adjust the gearshift operation exactly.
- Tighten the adjuster screw -2- for the selector lever control cable.
- Shift selector lever from "P" to "S" and shift back again.
- Gearshift mechanism and selector lever control cable must move smoothly when shifting gears, if necessary replace selector lever control cable or repair gearshift mechanism.
- Install exhaust system and align free of stress ⇒ Engine; Rep. gr. 26.





Note

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27.

- Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27.
- Inspect gearshift mechanism
 ⇒ "1.7 Inspecting the gearshift mechanism", page 85.

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

- ◆ Summary of components gearshift mechanism Octavia II up to 10/2009

 Protected by copyright. Copyring for private or commercial purposes, in part or in whole, is not permitted by "1.1.1 Summary of components shift mechanism." Octavia TO A. S. does not guarantee or accept any liability II up to 10/2009", page 32. With respect to the correctness of information in this document. Copyright by SKODA AUTO A. S.
- ◆ Summary of components gearshift mechanism (Fabia II and Roomster) up to 10/2011

 ⇒ "1.1.4 Summary of components gearshift mechanism, Fabia II up to 10/2011, and Roomster up to 10/2011", page 39.

Component	Nm
Adjusting screw for selector lever control cable	13

1.10.2 Removing and installing selector lever control cable Rapid from 05.2015

Removing

 Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.



Lever off the selector lever control cable -1- from the gearshift lever -3-, e.g. using a fixed spanner -2-.

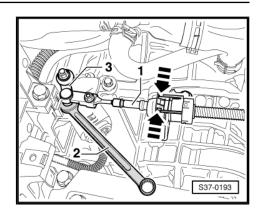


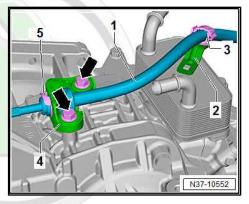
Risk of damage to the selector lever control cable.

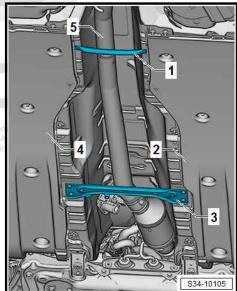
- Do not use sharp-edged tools to remove the lock washer from the cable support bracket of the selector lever control cable.
- Do not bend or buckle selector lever control cable.
- Do not press the selector lever control cable out of the cable support towards the rear.

The selector lever control cable is only guided out of the cable support bracket once the gearshift mechanism has been disconnected.

- Unlock the quick-release lock -3- at the mounting bracket -2and unhook the selector lever control cable -1-.
- Remove the circlip -5- and release the selector lever control cable -1- from the support -4-.
- Bring selector lever for the shift mechanism into position "N".
- The catch can only be released and the selector lever cable disconnected from the shift mechanism in this position.
- Detach both underfloor trim panels -2- and -4-.
- Detach underfloor trim panels by unscrewing the nuts on inner side only (side at exhaust pipe).
- Remove tunnel bridges -1- and -3- ⇒ Rep. gr. 50; General body repairs, exterior.
- Remove the rear part -5- of the exhaust system ⇒ Rep. gr. 26; Silencer/muffler; Removing and installing rear part of exhaust system .
- Unclip lambda probe cable at heat shield.

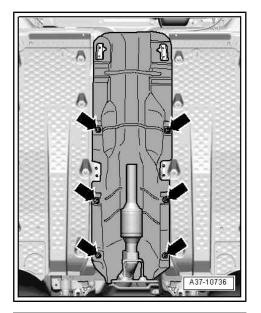








 Slacken clips -arrows- and remove the heat shield below the shift mechanism towards the rear.



- Detach the plug from the bottom part of the shift mechanism and take off the lock washer for the selector lever cable -arrow-.
- · Replace the lock washer after removing it.



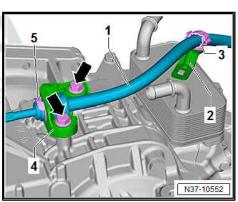
- Turn the catch for the selector lever cable 90° in -direction of arrow- with a large screwdriver.
- Pull the selector lever cable out of the shift mechanism and remove.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- ♦ Do not bend or buckle the selector lever control cable.
- Do not grease selector lever control cable.
- The selector lever for the shift mechanism is at position "N".
 The cable can only be locked in this position.
- Insert the selector lever control cable -1- into the cable support bracket -4-.
- Do not secure with lock washer -5- yet.

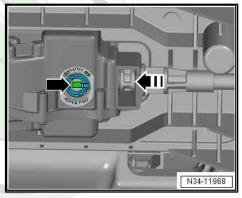




N34-11971

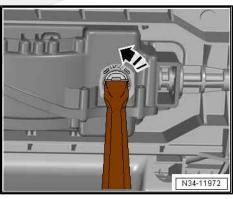


Insert the cable into the shift mechanism far enough for it to be visible in the catch for the shift mechanism -arrow-.

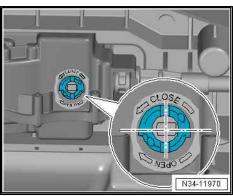


Turn the catch for the selector lever cable 90° in -direction of arrow- with a large screwdriver.

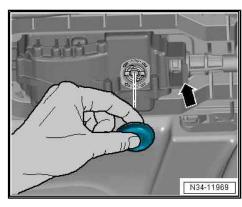




The selector lever cable is secured once the recesses of the catch are at right angles to the cable.

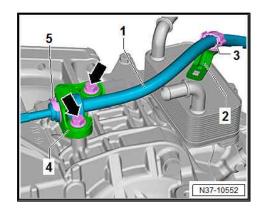


- Install a new lock washer -arrow- and insert plug.



Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

- Carefully press the selector lever control cable -1- onto the gearshift lever and secure in the cable support bracket -4- with a new lock washer -5-.
- Secure the control cable -1- in the correct position with a clip



- Install heat shield under the shift mechanism and secure with clips -arrow-.
- Install the rear part -5- of the exhaust system ⇒ Rep. gr. 26; Silencer/muffler; Removing and installing rear part of exhaust
- Install the tunnel cross-piece ⇒ External body repairs; Rep. gr. 50; Underbody protection; install and remove tunnel cross-
- Setting selector lever control cable ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85.
- Inspect gearshift mechanism ⇒ "1.7 Inspecting the gearshift mechanism", page 85.
- Install the battery and battery tray ⇒ Electrical System; Rep. ar. 27.

Tightening torques and summaries of components



Note

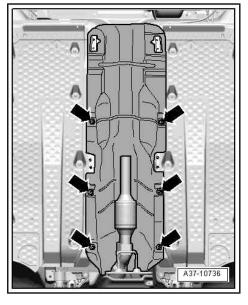
Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

1.1 Summary of components - Gearshift mechanism", page

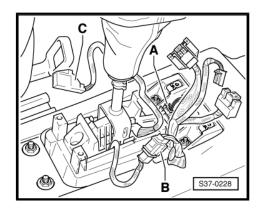
1.11 Removing and installing selector lever lock solenoid - N110-, Fabia II up to unless auth 10/2011, Roomster up to 10/2011 tee or accept any liability

Removing

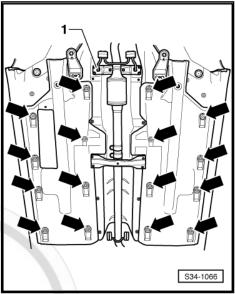
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Removing the cover for the shift mechanism ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50
- Remove the centre console ⇒ Body Work; Rep. gr. 68.



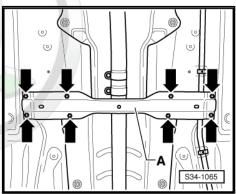
- Pull out connector -A-.



- Remove the pre-exhaust pipe with mounting bracket -1- \Rightarrow Engine; Rep. gr. 26 .
- Remove underbody cover on right and left -arrows-.

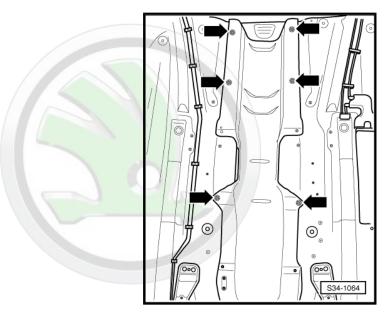


- Remove tunnel bridge -arrows-.
- Unhook rear silencer in such a way that it does not come in contact with the rear axle.

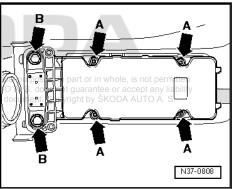




Remove heat shield -arrows-.

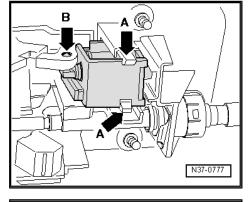


- Unscrew the gearbox housing cover -arrow-.
- Carefully slide the cover with boot over the selector lever control cable forward. At the same time do not damage the boot.



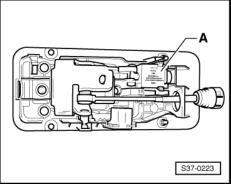
- Press off locking tabs -arrows A-.
- Slightly pull the solenoid out of the attachment.
- Pull solenoid control cable out of the catch -arrow B-.

Installing



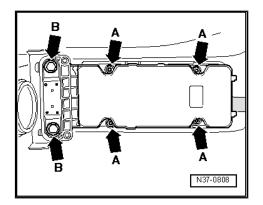
- Insert selector lever lock solenoid N110- -A- into the gearshift mechanism.
- Insert solenoid control cable into the catch -arrow B-.

The locking tabs -A- must click into place audibly.

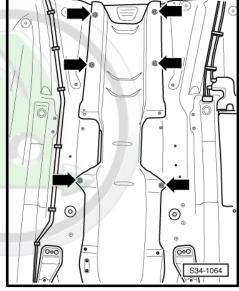




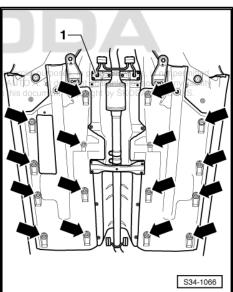
- Position cover for shift mechanism -arrows- and screw on.



- Remove heat shield -arrows-.

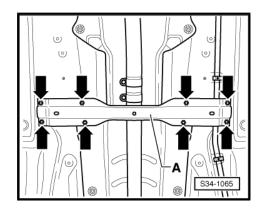


- Remove the pre-exhaust pipe with mounting bracket -1- \Rightarrow Engine; Rep. gr. 26 .
- Install underbody cover on right and left -arrows-.





- Install tunnel bridge -arrows-.



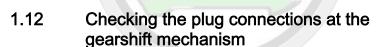
- Mount the plug connection -A-.
- Install centre console ⇒ Body Work; Rep. gr. 68.
- Installing the cover for the shift mechanism
 ⇒ "1.3 Removing and Installing the cover for the shift mechanism", page 50



Note

Observe measures when disconnecting and connecting the battery ⇒ Electrical System; Rep. gr. 27.

 Connect earth strap of battery ⇒ Electrical System; Rep. gr. 27.



Before repairing or checking the plug connections, try to determine the origin of the damage as accurately as possible using the ⇒ Vehicle diagnostic tester in the functions "Targeted fault finding", "Vehicle self-diagnosis" and "Measuring method"

Before checking the plug connections, all control units in the vehicle should be checked for event memory entries and if necessary the faults must be rectified.

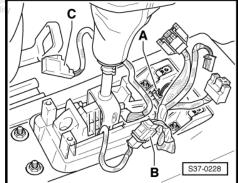
For Fabia II vehicles up to 10/2011 and Roomster vehicles up to 10/2011 spect to the correctness of information in this document. Copyright by SKODA AUTO.

- A 2-pin plug connection to selector lever lock solenoid N110-
- B 10-pin plug connection for connection lines from the gearshift mechanism to the automatic gearbox control unit J217-
- C 10-pin plug connection to cover for gearshift mechanism



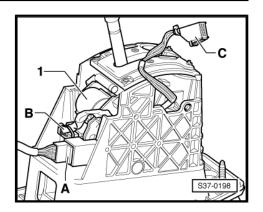
S37-0228

(



For Roomster as of 11/2011 and Rapid as of 11/2011, Octavia II, Superb II, Fabia II

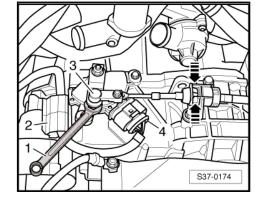
- A 10-pin plug connection for connection lines from the gearshift mechanism to the automatic gearbox control unit - J217-
- B 4-pin plug connection to selector lever lock solenoid N110and selector lever switch blocked - F319- in P
- C 10-pin plug connection to cover for gearshift mechanism
- Check the function of the ignition key anti-removal lock ⇒ "1.9 Check the function of the ignition key removal lock", page 88



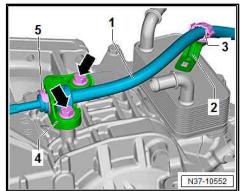
1.13 Removing and installing the multi-function switch - F125-

Removing

- Shift selector lever to position "N".
- Switch off ignition.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Pull of plug from Multi-function switch F125- -4-.



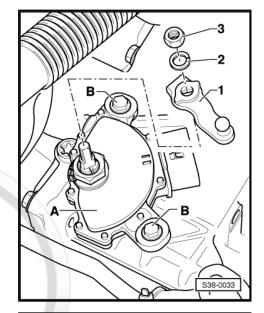
Unscrew screws -arrows- and selector lever cable -1- with cable abutment -4- from the gearbox.







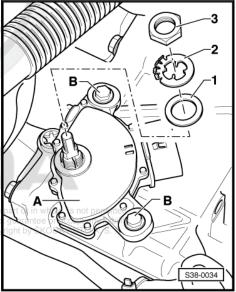
- Unscrew nut -3-.
- Remove spring washer -2- and gear shift lever -1-.



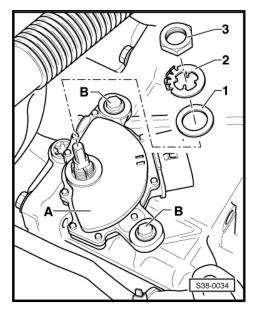
- Bend back the hooks of the circlip -2- using a screwdriver.
- If one or several hooks of the circlip break off by bending, the circlip must be replaced.
- Unscrew nut -3-.
- Unscrew the screws -B- and pull the multi-function switch -Aoff the gearshift shaft using washers -2- and -1-.

Installing

Installation is carried out in the reverse order. Pay attention to the following:

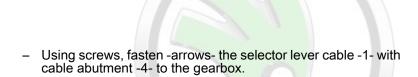


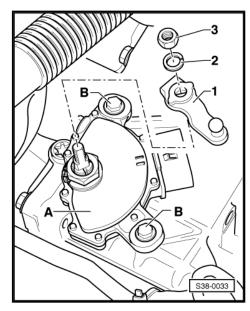
- Fit the multi-function switch F125 -- A-onto the gearshift shaft.
- Tighten the fixing screws -B- for multi-function switch by hand.
- Place disc -1- on the gearshift shaft.
- Place disc -2- on the gearshift shaft. so that the hooks point upwards.
- Insert lugs on the inside of the disc -2- into the recesses of the selector shaft.
- If one or several hooks of the circlip break off by bending, the circlip must be replaced.
- Place nut -3-, tighten with tightening torque and secure to the fuse -2- by bending up the hooks.

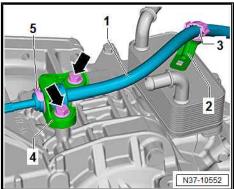


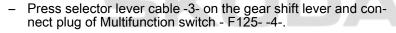


- Before installing the gear shift lever, adjust Multi-function switch - F125-
 - ⇒ "1.14 Setting multi-function switch F125", page 108,
- Place gear shift lever -1- on the selector shaft.
- Shift the gearshift lever -1-to the »P« position. This means pushing the gear lever backwards as far as it will go (against the direction of travel).
- Then shift the gearshift lever -1-to the »N« position. That is, push the transmission shift lever forward by two locking positions (in the direction of travel / vehicle).
- Fit washer -2- and nut -3- onto the gearshift shaft and fasten nut.



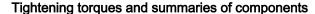






Ignore positions, 1 pyrand 2 Trag for private or

- Inspect setting of selector lever control cable ent. Copyright by SKODA AUT ⇒ "1.8 Inspecting and adjusting the selector lever control ca-<u>ble", page 85</u>
- Inspect gearshift mechanism ⇒ "1.7 Inspecting the gearshift mechanism", page 85
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27.



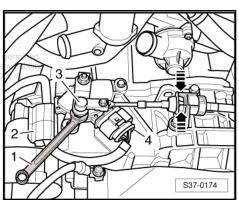


Note

Replace bolts / nuts that are tightened at an angle of rotation, as we'll as replacement components after removal.

⇒ "1.1 Summary of components - Gearshift mechanism", page <u>32</u>

Component	Nm
Multi-function switch - F125- to gearshift shaft	7
Gearbox shift lever to gearshift shaft	13





1.14 Setting multi-function switch - F125-

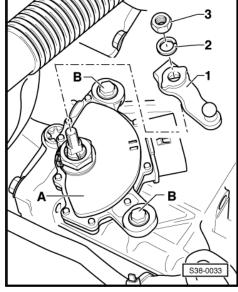
Special tools and workshop equipment required

- ◆ Setting gauge T10173-
- Shift selector lever to position "N".
- Switch off ignition.

Prerequisites for setting

- The control cable is removed from the gearshift lever.
- The gearshift shaft is at position "N".
- The fixing screws -B- for multi-function switch F125- are
- The gearbox shift lever -1- has been removed from the gearshift shaft
 - ⇒ "1.13 Removing and installing the multi-function switch F125 ", page 105

Setting



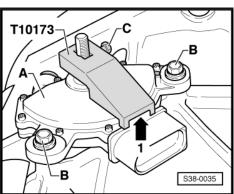
- Fit the setting gauge T10173- onto the gearshift shaft and turn the multi-function switch - F125- -A- until the setting gauge engages peg of the plug on the switch -arrow-.
- If the peg of the plug cannot engage into the groove of the setting gauge, then the gearbox is no longer in the position "N".
- In this case, the gearshift shaft must be turned with the setting gauge - T10173- and the gearbox must be shifted back to the position "N".
- Lock the setting gauge T10173 on the gearshift shaft with screw -C-.
- Tighten both screws -B- for the multi-function switch F125to the correct tightening torque.
- Remove setting gauge from gearshift shaft.
- Install gear shift lever and shift cable 1.13 Removing and installing the multi-function switch F125 ", page 105

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.



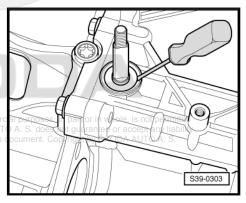


Component	Nm
Multi-function switch - F125- to gearbox	6

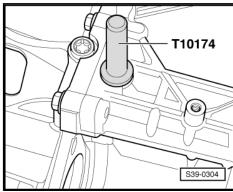
1.15 Replacing the sealing ring for the gearshift shaft

Special tools and workshop equipment required

- ♦ Thrust piece T10174-
- ◆ Extractor tool T20143-
- Removing multi-function switch F125-⇒ "1.13 Removing and installing the multi-function switch F125", page 105.
- Remove gasket ring with extractor tool T20143- or, if necessary, with a screwdriver.
- Do not damage the gearshift shaft.
- Coat the exterior with ATF oil and half fill the space between the sealing lips with sealing grease - G 052 128 A1-.
- Fitting position: The open side of the sealing ring faces towards the gearbox.



- Drive in the new gasket ring with pressure plate T10174- up to the stop. do not twist the gasket ring.
- Installing multi-function switch F125-⇒ "1.13 Removing and installing the multi-function switch F125 ", page 105





2 Removing and installing the gearbox

- ⇒ "2.1 Removing the gearbox", page 110
- ⇒ "2.2 Installing the gearbox", page 136
- ⇒ "2.3 Specified torques", page 147
- ⇒ "2.4 Transporting the gearbox", page 158
- ⇒ "2.5 Attaching gearbox to assembly stand", page 159

2.1 Removing the gearbox

- ⇒ "2.1.1 Removing gearbox, Superb II", page 110
- ⇒ "2.1.2 Removing gearbox, Octavia II", page 115
- ⇒ "2.1.3 Removing transmission, Fabia II, Roomster, Rapid NH 1.6 I / 77 kW (until 05.2015), Rapid India", page 120
- ⇒ "2.1.4 Remove transmission, Rapid NH 1.6 I / 81 kW (from 05.2015)", page 125
- ⇒ "2.1.5 Removing gearbox, Yeti", page 130

2.1.1 Removing gearbox, Superb II

Special tools and workshop equipment required

- ♦ Hose clamp MP7-602 (3094)-
- ♦ Mounting bracket T10346-
- ◆ Supporting device MP9-200 (10-222A)-
- ◆ Adapter MP9-200/18 (10-222A/18)-
- ♦ Hook MP9-200/10-
- ♦ Wedge T10161-
- Engine and gearbox jack, e.g. -V.A.G 1383/A- or -VAS 6931-
- ♦ Gearbox mount 3282-
- ◆ Adjusting plate 3282/36-

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Note

- After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27.
- ♦ All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Shift selector lever into position "P".
- Remove engine cover ⇒ engine; Rep. gr. 10.
- Remove air filter ⇒ Engine; Rep. gr. 24.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.

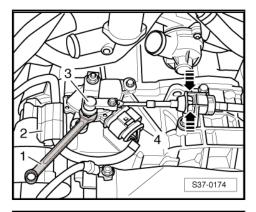


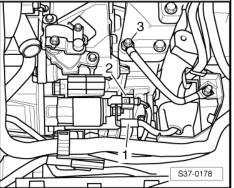
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.
- Disconnect plug connection -4- and expose electrical cable at bracket -2-.
- Unscrew the cable support for the selector lever control cable from the gearbox.
- Unbolt earth cable -3-.
- Detach electrical cables -1- and -2- at starter and expose.
- Mark hoses of ATF radiator to ATF radiator, in order to prevent interchanging when installing.

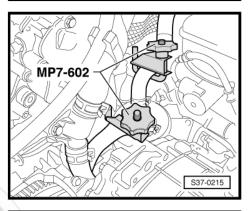


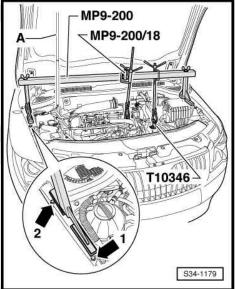
Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.

- Clamp off the ATF-radiator hoses with hose clamps -MP7-602- and remove from ATF-radiator.
- Seal the of the ATF radiator with a clean plug.
- Release all connecting screws of the engine/gearbox accessible from the top.
- Remove the filling pieces from both upper edges of the wings.
- Tighten the holder T10346- on the rear of the three location holes for the battery tray.
- To do so, use a collar screw M6 or one of the fixing screws for the battery tray.
- Position the supporting device MP9-200- behind the pressurized gas strut -A- for the front flap.
- The feet of the supporting device must be placed as shown in the illustration, behind the screws -arrow 1- and sideways up to the screw -arrow 2- on the frame side rails for wheel arches at the top.
- Connect the holder T10346- with the supporting device.
- Hook the second spindle into the front left engine lifting eye.
- Take up the weight of the engine/gearbox unit at the spindles.





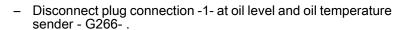


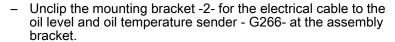


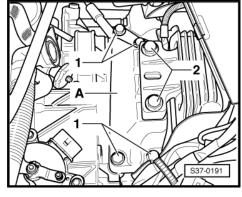


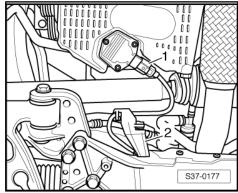


- Remove gearbox console -A-, to this end release screws -1and -2-.
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Remove the front wheelhouse liners ⇒ Body Work; Rep. gr.

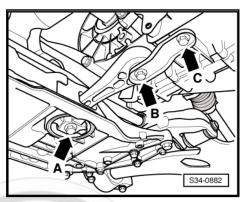




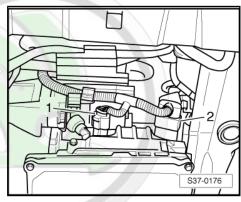




Remove pendulum support -arrows A, B and C-.



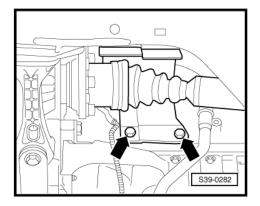
- Separate plug connections -1- and -2- at automatic gearbox.
- Unscrew bracket for electrical cables from the lower starter fixing screw/gearbox.
- Tie up bracket with the electrical cables to the front.
- Remove starter ⇒ Electrical System; Rep. gr. 27.



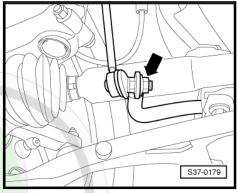




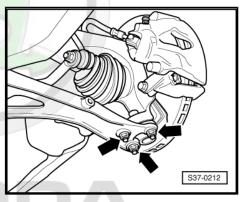
- Remove the protective cap for right drive shaft from the engine -arrows-.
- Disconnect the pre-exhaust pipe from the exhaust manifold ⇒ Engine; Rep. gr. 26.



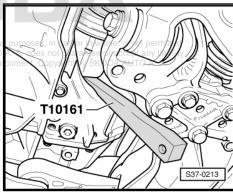
Unscrew nut -arrow- on both vehicle sides and remove coupling rods from the anti-roll bar.



- Unscrew nuts -arrows- at left steering joint.
- Undo nuts from the holder of the front left vehicle level sender - G78- (when present on vehicle).
- Unhook suspension arm from track control arm.



- Swivel the spring unit outwards- while doing so, press the drive shaft out of the gearbox mounting by hitting on it with a plastic hammer on the wedge - T10161-cted by copyright. Copyli
- Tie up drive shaft.
- Repeat the same procedure on the opposite side of the vehicle as well.





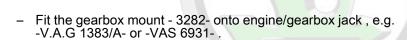
- Remove the cap from assembly opening for the converter
- Unscrew the 6 nuts -arrow- from the torque converter. To do so turn the crankshaft each time 60°.



Note

If not all 6 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!

Lower the engine/gearbox assembly with the spindle approx.

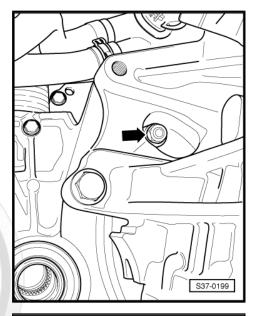


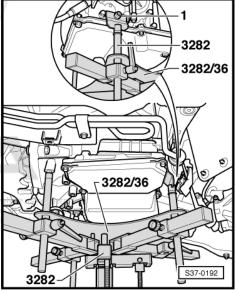
- Position adjusting plate 3282/36- onto the gearbox mount -3282- (adjusting plate fits in only one position).
- Align arms of the gearbox mount with the holes in the adjusting
- Screw in the mounting elements as shown on the adjusting plate.
- Position engine/gearbox jack e.g. -V.A.G 1383/A- or -VAS 6931- under the vehicle, arrow symbol on adjusting plate points in the direction of travel.
- Align adjustment plate parallel to gearbox
- Secure the gearbox on the gearbox support 3282- using opyright by screw -1-.
- Support gearbox by raising the gearbox mount.
- Unscrew the remaining connecting screws of the engine/gearbox.

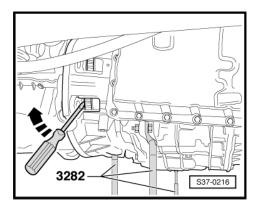
Installation positions of the screws

'2.3 Specified torques", page 147

- Push gearbox off engine, simultaneously press off the torque converter from the driver disc.
- Push torque converter against the ATF-pump -arrow-.
- Carefully swivel gearbox towards the assembly carrier.
- Carefully lower the gearbox and guide past the assembly carrier downwards.
- Change the gearbox position at the spindles of the gearbox mount 3282- when lowering.
- Secure torque converter against dropping out.









2.1.2 Removing gearbox, Octavia II

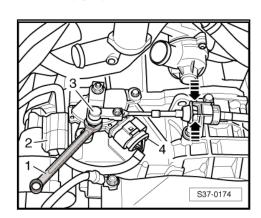
Special tools and workshop equipment required

- ♦ Hose clamp MP7-602 (3094)-
- Supporting device T30099-
- Surface T30099/1-
- Hook MP9-200/10-
- ♦ Wedge T10161-
- ◆ Alignment rail MP3-457/2 (VW 457)-
- ◆ Support device for engine MP3-470 (3300A)-
- Engine and gearbox jack, e.g. -V.A.G 1383/A- or -VAS 6931-
- Gearbox mount 3282-
- Adjusting plate 3282/36-



Note

- After the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr.
- All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Shift selector lever into position "P".
- Remove engine cover ⇒ engine; Rep. gr. 10.
- Remove air filter ⇒ Engine; Rep. gr. 24.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27. rised by ŠKODÁ AUTO A. S. ŠKODA AUTO A. S. does not guarantee or accept any liability ct to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.
- Remove plenum chamber cover ⇒ Body Work; Rep. gr. 66.
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.
- Disconnect plug connection -4- and expose electrical cable at bracket -2-.
- Unscrew the cable support for the selector lever control cable from the gearbox.



- Unbolt earth cable -3-.
- Detach electrical cables -1- and -2- at starter and expose.
- Mark hoses of ATF radiator to ATF radiator, in order to prevent interchanging when installing.



Note

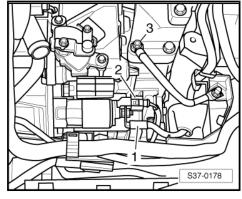
Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.

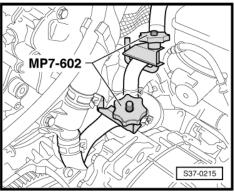
- Clamp off the ATF-radiator hoses with hose clamps -MP7-602- and remove from ATF-radiator.
- Seal the of the ATF radiator with a clean plug.
- Release all connecting screws of the engine/gearbox accessible from the top.

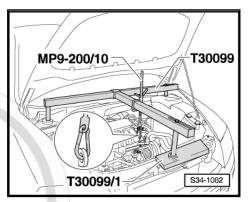
Installation positions of the screws ⇒ "2.3 Specified torques", page 147

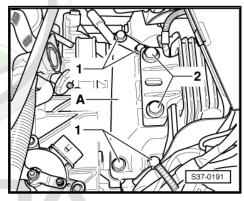
- Position the supporting device -T30099- as shown.
- Fit the hook MP9-200/10- in the engine lifting eye.
- Slightly pre-tension the engine/gearbox unit via the spindles of the supporting device .

- Remove gearbox console -A-, to this end release screws -1and -2-.
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Remove the bottom part of the front wheelhouse liner ⇒ Body Work; Rep. gr. 66.





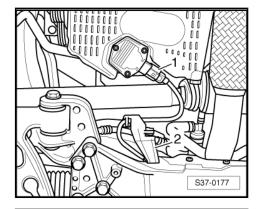




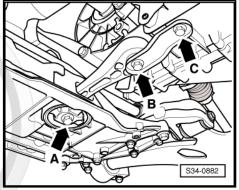




- Disconnect plug connection -1- at oil level and oil temperature sender - G266- .
- Unclip the mounting bracket -2- for the electrical cable to the oil level and oil temperature sender - G266- at the assembly bracket.



- Remove pendulum support -arrows A, B and C-.

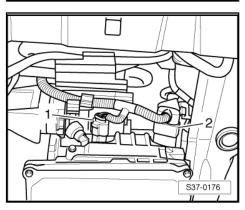


- Separate electrical plug connection -1-.
- Disconnect vacuum hose -2-.
- Release screws -arrows- and remove vacuum pump for brake servo unit.



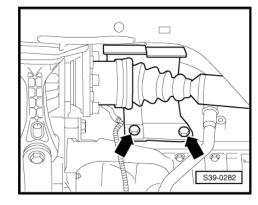


- Separate plug connections -1- and -2- at automatic gearbox.
- Unscrew bracket for electrical cables from the lower starter fixing screw/gearbox.
- Tie up bracket with the electrical cables to the front.
- Remove starter ⇒ Electrical System; Rep. gr. 27.

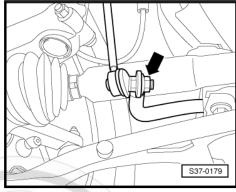


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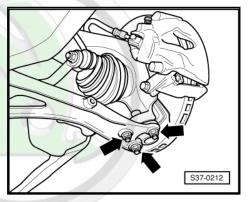
- Remove the protective cap for right drive shaft from the engine -arrows-.
- Disconnect the pre-exhaust pipe from the exhaust manifold ⇒ Engine; Rep. gr. 26.



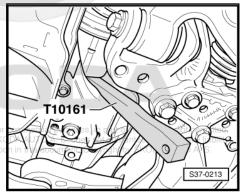
Unscrew nut -arrow- on both vehicle sides and remove coupling rods from the anti-roll bar.



- Unscrew nuts -arrows- at left steering joint.
- Undo nuts from the holder of the front left vehicle level sender - G78- (when present on vehicle).
- Unhook suspension arm from track control arm.



- Swivel the spring unit outwards- while doing so, press the drive shaft out of the gearbox mounting by hitting on it with a plastic hammer on the wedge - T10161- .
- Tie up drive shaft.
- Repeat the same procedure on the opposite side of the vehicle as well.





- Remove the cap from assembly opening for the converter
- Unscrew the 6 nuts -arrow- from the torque converter. To do so turn the crankshaft each time 60°.



If not all 6 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!

Lower the engine/gearbox assembly with the spindle approx.

Vehicles with aluminium assembly carrier

Remove heat shield for the power-assisted steering control unit -J500- from the assembly carrier -arrows-.

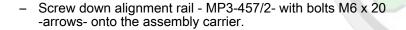


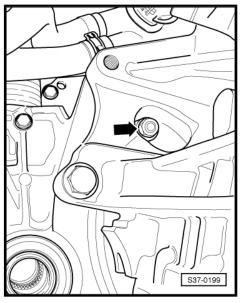
Note

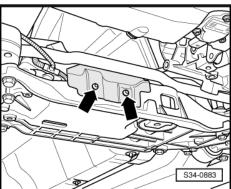
If required the alignment rail - MP3-457/2- has to be adapted *⇒ page 119* .

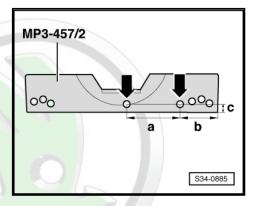
Adapt alignment rail - MP3-457/2-

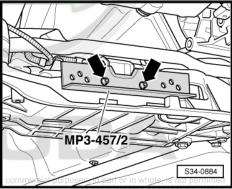
- Create 2 holes -arrows- \varnothing 7 mm on the alignment rail -MP3-457/2-.
- Dimension -a- = 70 mm
- Dimension -b- = 48 mm
- Dimension -c- = 11 mm

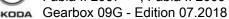












- Position the supporting device for engine MP3-457/2- onto the alignment rail - MP3-470- .
- Carefully press the engine/gearbox forwards via the spindle of the supporting device for engine - MP3-470-



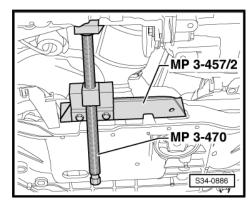
Observe all cables when displacing the engine/gearbox unit.

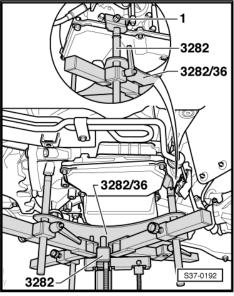
Continued for all vehicles

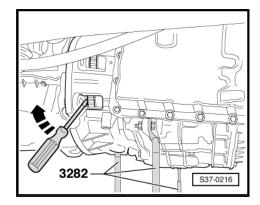
- Fit the gearbox mount 3282- onto engine/gearbox jack, e.g. -V.A.G 1383/A- or -VAS 6931- .
- Position adjusting plate 3282/36- onto the gearbox mount -3282- (adjusting plate fits in only one position).
- Align arms of the gearbox mount with the holes in the adjusting plate.
- Screw in the mounting elements as shown on the adjusting
- Position engine/gearbox jack e.g. -V.A.G 1383/A- or -VAS 6931- under the vehicle, arrow symbol on adjusting plate points in the direction of travel.
- Align adjustment plate parallel to gearbox.
- Secure the gearbox on the gearbox support 3282- using screw -1-.
- Support gearbox by raising the gearbox mount.
- Unscrew the remaining connecting screws of the engine/gearbox.

Installation positions: ⇒ "2.3 Specified torques", page 147.

- Push gearbox off engine, simultaneously press off the torque converter from the driver disc.
- Push torque converter against the ATF-pump -arrow-.
- Carefully swivel gearbox towards the assembly carrier.
- Carefully lower the gearbox and guide past the assembly carrier downwards.
- Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.
- Secure torque converter against dropping out.







2.1.3 Removing transmission, Fabia II, Roomster, Rapid NH 1.6 I / 77 kW (until 05.2015), Rapid India

Special tools and workshop equipment required

- Hose clamp MP7-602 (3094)-
- Supporting device MP9-200 (10-222A)-
- Hook MP9-200/10-

- Adapter MP9-200/3-
- strap T10038- 2x
- Wedge T10161-
- Engine and gearbox jack, e.g. -V.A.G 1383/A- or -VAS 6931-
- Gearbox mount 3282-
- Adjusting plate 3282/36-
- Shift selector lever into position "P".
- Remove engine cover.



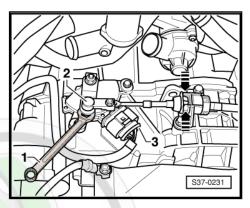
- If the battery earth strap is disconnected and connected, carry out additional operations ⇒ Electrical System; Rep. gr. 27.
- All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Disconnect plug from automatic gearbox control unit -J217-.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Remove intake hose ⇒ Engine; Rep. gr. 24.
- Lever off the selector lever control cable -2- from gearshift lever e.g. using an open-end wrench -1-.
- Press together the catches at the cable support of the selector lever control cable -arrows- and pull out the selector lever control cable from the cable support/gearbox.
- Separate electrical plug connection -3-.
- Unscrew the cable support for the selector lever control cable from the gearbox.
- Unbolt earth cable -3-.
- Detach electrical cables -1- and -2- from starter and move clear.
- Mark hoses of ATF radiator to ATF radiator, in order to prevent interchanging when installing.

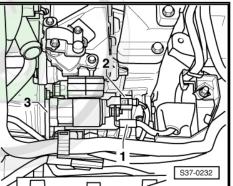


Note

Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.

Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.



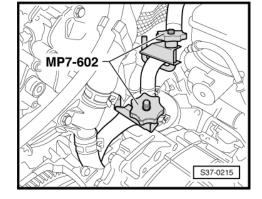




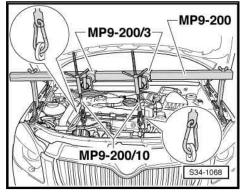


- Clamp off the ATF-radiator hoses with hose clamps -MP7-602- and remove from ATF-radiator.
- Close ATF-radiator with a clean plug.
- Release all connecting screws of the engine/gearbox accessible from the top.

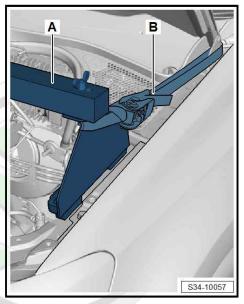
Installation positions: ⇒ "2.3 Specified torques", page 147.



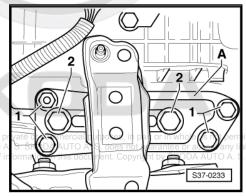
- Attach supporting device MP9-200- with adapters MP9-200/3- and hooks MP9-200/10- to vehicle as shown.
- If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - MP9-200-, these must now be removed.



- Secure supporting device to the bonnet hinges on both sides with the aid of the tensioning strap - T10038-.
- Slightly pre-tension the engine/gearbox unit via the spindles of the supporting device (but do not raise).

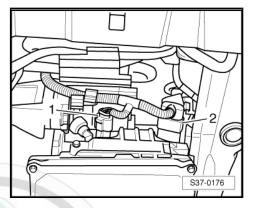


- Remove gearbox console -A-, to this end release screws -1and -2-.
- Remove both front wheels.
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66.

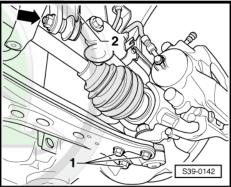




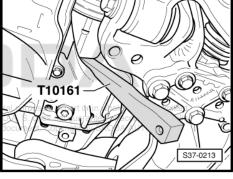
- Separate plug connections -1- and -2- at automatic gearbox.
- Unscrew bracket for electrical cables from the gearbox.
- Tie up bracket with the electrical cables to the front.
- Remove starter ⇒ Electrical System; Rep. gr. 27.
- Remove pre-exhaust pipe ⇒ Engine; Rep. gr. 26.



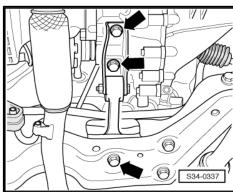
- Unscrew screws -1-.
- Unbolt coupling rod -2- -arrow-.



- Swivel the spring unit outwards- while doing so, press the drive shaft out of the gearbox mounting by hitting on it with a plastic hammer on the wedge - T10161-.
- Repeat procedure on the opposite side of the vehicle.
- Swivel out the wheel-bearing housing while guiding the drive shaft into the wheelhouse and secure to the suspension strut with e.g. wire.
- Tie up the right drive shaft as far as possible. Avoid damaging the paintwork on the drive shaft during this operation of information



Unbolt the pendulum support -arrows-.



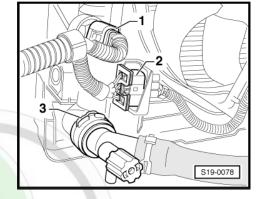


Separate electrical plug connection -2-.

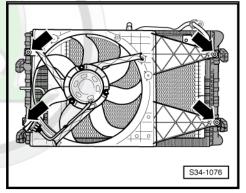


Note

Unscrew bracket for AC pipe (if present) from the fan shroud.



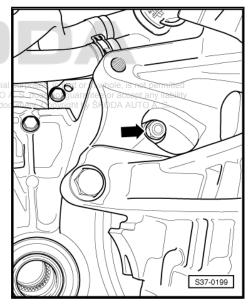
Screw out screws -arrows- and take out fan shroud downwards.



Through the hole in the intermediate plate -arrow- remove the nuts from the torque converter.

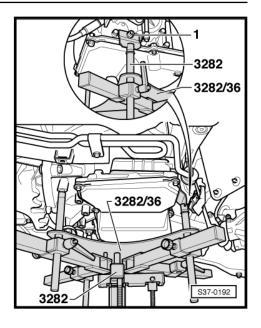
Depending on the variant, use the torque converter with three or six threaded bolts

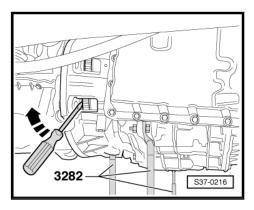
- To reach all nuts, turn the engine on the vibration damper.
- If not all 3 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!
- Lower the engine/gearbox assembly with the spindle approx. 50 mm.





- Fit the gearbox mount 3282- onto engine/gearbox jack, e.g. -V.A.G 1383/A- or -VAS 6931- .
- Position adjusting plate 3282/36- onto the gearbox mount -3282- (adjusting plate fits in only one position).
- Align arms of the gearbox mount with the holes in the adjusting plate.
- Screw in the mounting elements as shown on the adjusting plate.
- Position engine/gearbox jack e.g. -V.A.G 1383/A- or -VAS 6931- under the vehicle, arrow symbol on adjusting plate points in the direction of travel.
- Align adjustment plate parallel to gearbox.
- Secure the gearbox on the gearbox support 3282- using screw -1-.
- Position gearbox by lifting the gearbox mount from the bottom.
- Unscrew the remaining connecting screws of the engine/gear-
- Push gearbox off engine, simultaneously press off the torque converter from the driver disc.
- Push torque converter against the ATF-pump -arrow-.
- Carefully swivel gearbox towards the assembly carrier.
- Carefully lower the gearbox and guide past the assembly carrier downwards.
- Change the gearbox position at the spindles of the gearbox mount 3282- when lowering.
- Secure torque converter against dropping out.

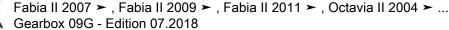




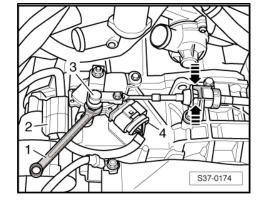
2.1.4 Remove transmission, Rapid NH 1.6 I/ 81 kW (from 05.2015)

Special tools and workshop equipment required

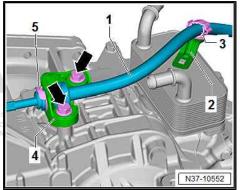
- ♦ Hose clamp MP7-602 (3094)-
- Screw plug set for engine, e.g. -VAS 6122-
- Supporting device MP9-200 (10-222A)-
- Adapter MP9-200/3 (10-222A/3)-
- Hook MP9-200/10-
- Tensioning strap T10038-
- Gearbox mount 3282-
- Bolt VAS 3282/29-the correctness of information in this document. Copyright by ŠKODA AUTO Á. S
- ◆ Engine and gearbox jack, e.g. -V.A.G 1383/A- or -VAS 6931-
- Shift selector lever into position "P".
- Remove battery ⇒ Electrical System; Rep. gr. 27.
- Remove automatic gearbox control unit J217- with mounting
 - ⇒ "2.1 Removing and installing gearbox control unit", page 208 .



- Remove battery tray ⇒ Electrical System; Rep. gr. 27.
- Remove air filter ⇒ Engine; Rep. gr. 24.
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Disconnect plug connection -4- and expose electrical cable at bracket -2-.



- Unlock the quick-release lock -3- at the mounting bracket -2and unhook the selector lever control cable -1-.
- Unscrew the screws -arrows-, remove the support for the selector lever control cable -4- and place it to one side.
- Do not remove the circlip -5-.
- Do not bend or buckle the selector lever control cable.



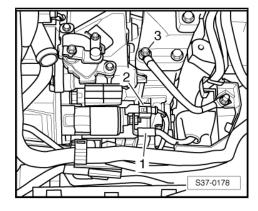
- Unbolt earth cable -3-.
- Detach electrical cables -1- and -2- at starter and expose.
- Mark coolant hoses of ATF radiator in order to prevent interchanging when installing.

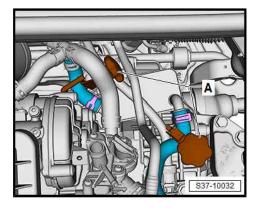
CAUTION

Risk of injury from hot coolant or ejected vapour.

When the engine is warm, the cooling system is under overpressure, which must be dissipated before disconnecting the coolant hoses.

- Cover the cap of the coolant expansion tank with a cloth and open carefully step-by-step.
- Seal the hoses of the ATF radiator with hose clamps -MP7-602- -A-.
- Remove hoses from the ATF radiator.
- Seal support of ATF radiator and coolant hoses with suitable stops from the screw plug set for engine, e.g. -VAS 6122-.

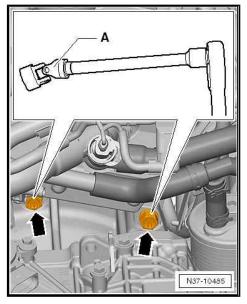




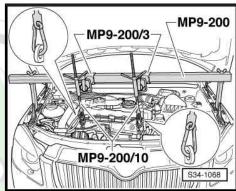


Unscrew engine/gearbox connecting screws at the top-arrow-.

To loosen the screws, it is possible to use plug insert with joint insert -A-.

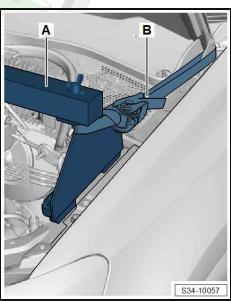


- Attach supporting device MP9-200- with adapters -MP9-200/3- and hooks - MP9-200/10- to vehicle as shown.
- If hose and cable connections are located in the area of the lifting eye of the engine for the supporting device - MP9-200-, these must now be removed.



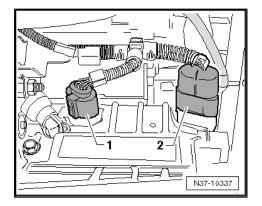
- Secure supporting device to the bonnet hinges on both sides with the aid of the tensioning strap - T10038-.
- Slightly pre-tension the engine/gearbox unit via the spindles of the supporting device (but do not raise).
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66 .



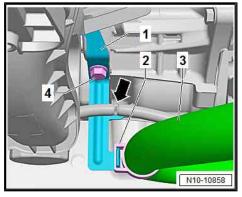




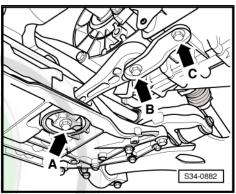
Separate plug connections -1- and -2- at automatic gearbox.



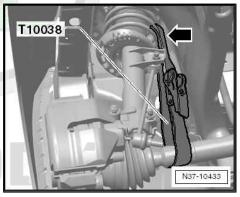
- Take off clamp -2- with coolant hose -3- from the holder -1and put aside.
- Disconnect wiring loom -arrow- from holder -1-.
- Remove screws -4- and remove holder -1-.
- Remove starter ⇒ Electrical System; Rep. gr. 27.



- Remove pendulum support -arrows A, B and C-.
- Remove both drive shafts from the gearbox ⇒ Chassis, axles, steering; Rep. gr. 40; Drive shaft; removing and installing drive shaft.

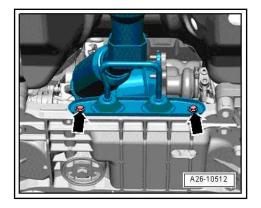


- Secure both drive shafts with tensioning strap T10038- to the suspension strut.
- Avoid damaging the surface protection of the drive shafts during this operation.





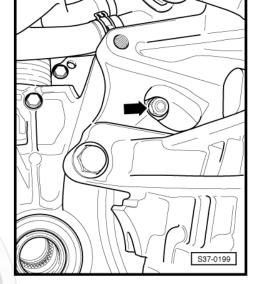
Remove screws -arrows- from holder of exhaust pre-pipe and disconnect exhaust system at clamping sleeve.



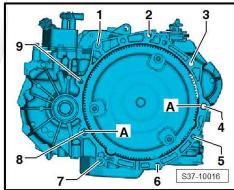
Through the hole in the intermediate plate -arrow- remove the nuts from the torque converter.

Depending on the variant, use the torque converter with three or six threaded bolts

- To reach all nuts, turn the engine on the vibration damper.
- If not all 3 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!



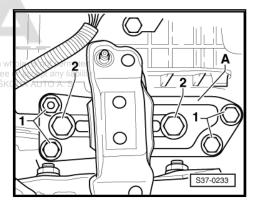
- Remove connecting screws for the bottom engine/gearbox -5- -6- and -7-.
- Loosen the last engine / gearbox connecting screws -8- and -9-, but leave screwed in.



- Unscrew bolts for gearbox bearings -2- and gearbox console
- Lower the engine/gear unit by approx. 50 mm via the safety gear so that the gear console -A- can be removed.

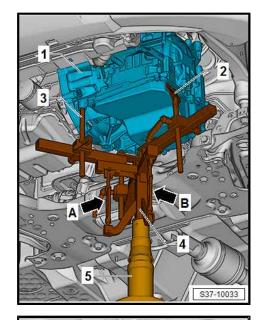
Install gearbox mount - 3282- with receiving elements on the gearbox.

Place the gearbox mount - 3282- -4- onto engine/gearbox jack, e.g. -V.A.G 1383/A- or -VAS 6931- -5-.





- Move the engine/gearbox jack -5- with gearbox mount -4- underneath the gearbox -1-.
- Adjust the engine/gearbox jack -5- with gearbox mount -4- so that the spindles -A- and -B- face ahead in the direction of driving.
- Insert the support -2- into the groove of the oil sump all the way around as shown.
- Lock the bolts -3- into the countersink on the gearbox, front right.

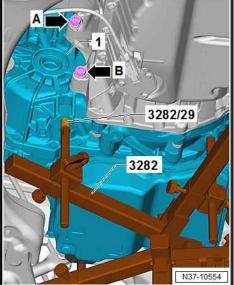


- Screw in the support with bolts VAS 3282/29- into the rear bore for pendulum support at the gearbox -1-.
- Support the gearbox by gently lifting with the aid of the engine/ gearbox jack .
- Remove the engine/gearbox connecting screws, -A-, -B-.



When the gearbox is removed, the torque converter is damaged.

Secure the torque converter to prevent it falling out.



- Push gearbox off engine, simultaneously press off the torque converter from the engine driver disc -arrow-.
- Carefully lower the gearbox and guide past the assembly carrier downwards.

Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.

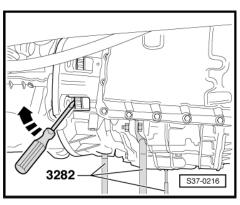
- When removing and installing, do not damage the plug in the front of the gearbox.
- Pay attention to the torque converter, which has to be removed together with the gearbox.
- Prevent the torque converter from falling off, e.g. using a wire

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2.1.5 Removing gearbox, Yeti

Special tools and workshop equipment required

- ♦ Hose clamp MP7-602 (3094)-
- Screw plug set for engine , e.g. -VAS 6122-



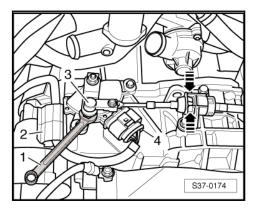
- Supporting device T30099-
- Adapter T40091/3-
- Adapter 10-222A/31-
- Thrust washer T30119-
- Hook MP9-200/10-
- Adapter MP9-200/18-
- Tensioning strap T10038-
- Gearbox mount 3282-
- Bolt VAS 3282/29-
- Pliers for spring-type clips
- Engine and gearbox jack, e.g. -V.A.G 1383/A- or -VAS 6931-
- All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- Shift selector lever into position "P".
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Remove air filter ⇒ Engine; Rep. gr. 24

NOTICE

Risk of damage to electronic parts.

Static discharge may damage the control unit or other electronic parts.

- Touch an earthed object before working on the electrical components.
- Do not grab directly at the plug contacts or electronic components.
- Unlock the plug connection -1- and pull out.
- Unscrew screws -arrow Prote
- Undo the mounting bracket with the automatic gearbox control unit - J217- from the bearing and remove it upwards and out.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Lever off the selector lever control cable -3- from gearshift lever, e.g. using an open-end wrench -1-.
- Disconnect plug connection -4- and expose electrical cable at bracket -2-.



- Unlock the quick-release lock -3- at the mounting bracket -2and unhook the selector lever control cable -1-.
- Unscrew the screws -arrows-, remove the support for the selector lever control cable -4- and place it to one side.
- Do not remove the circlip -5-.
- Do not bend or buckle the selector lever control cable.
- Unbolt earth cable -3-.
- Detach electrical cables -1- and -2- at starter and expose.
- Mark coolant hoses of ATF radiator in order to prevent interchanging when installing.

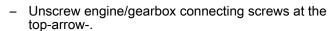


CAUTION

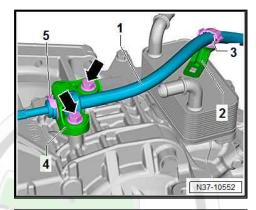
Risk of injury from hot coolant or ejected vapour.

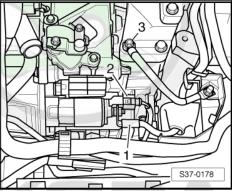
When the engine is warm, the cooling system is under overpressure, which must be dissipated before disconnecting the coolant hoses.

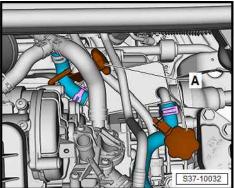
- Cover the cap of the coolant expansion tank with a cloth and open carefully step-by-step.
- Seal the hoses of the ATF radiator with hose clamps Ty copyright. Cop MP7-602- -A-.
- Remove hoses from the ATF radiator.
- Seal support of ATF radiator and coolant hoses with suitable stops from the screw plug set for engine, e.g. -VAS 6122-.

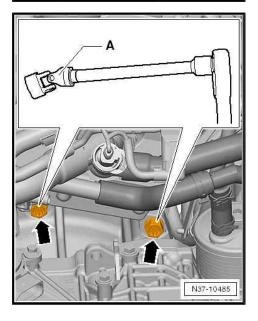


To loosen the screws, it is possible to use plug insert with joint insert -A-.



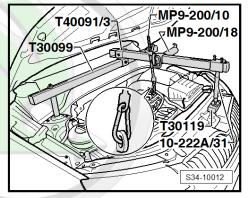






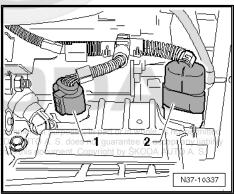


- Mount the supporting device T30099- with base as shown.
- Slightly pre-tension the engine/gearbox unit via the spindles of the supporting device (but do not raise).
- Remove both front wheels.
- Remove the sound dampening system ⇒ Body Work; Rep.
- Remove the front left wheelhouse liner ⇒ Body Work; Rep. gr. 66.

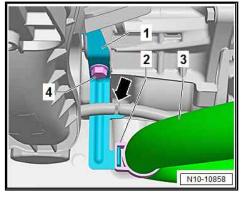


Separate plug connections -1- and -2- at automatic gearbox.

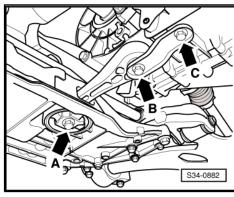




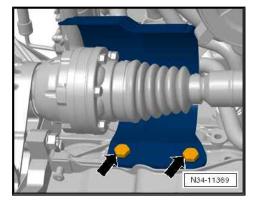
- Take off clamp -2- with coolant hose -3- from the holder -1and put aside.
- Disconnect wiring loom -arrow- from holder -1-.
- Remove screws -4- and remove holder -1-.
- Remove starter ⇒ Electrical System; Rep. gr. 27.



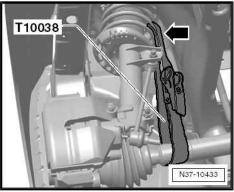
Remove pendulum support -arrows A, B and C-.



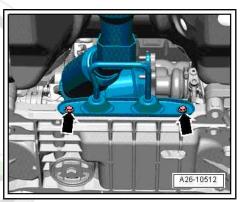
- Remove heat shield for right drive shaft (if present) ⇒ Chassis, axles, steering; Rep. gr. 40; Drive shaft; removing and installing heat shield for drive shaft.
- Remove both drive shafts from the gearbox ⇒ Chassis, axles, steering; Rep. gr. 40; Drive shaft; removing and installing drive shaft.



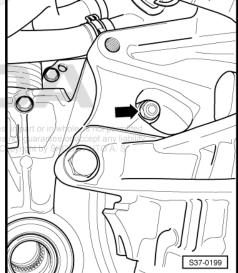
- Secure both drive shafts with tensioning strap T10038- to the suspension strut.
- Avoid damaging the surface protection of the drive shafts during this operation.



Remove screws -arrows- from holder of exhaust pre-pipe and disconnect exhaust system at clamping sleeve.

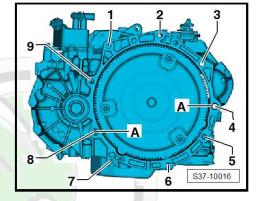


- Through the hole in the intermediate plate -arrow- remove the nuts from the torque converter.
- To reach all nuts, turn the engine on the vibration damper.
- If not all 3 nuts are unscrewed from the torque converter, the torque converter is pulled out when removing the gearbox from the engine!





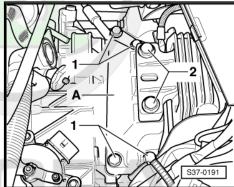
- Remove connecting screws for the bottom engine/gearbox -5- -6- and -7-.
- Loosen the last engine / gearbox connecting screws -8- and -9-, but leave screwed in.



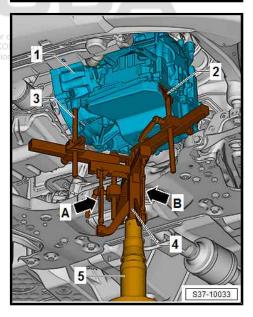
- Unscrew bolts for gearbox bearings -2- and gearbox console -1-.
- Lower the engine/gear unit by approx. 50 mm via the safety gear so that the gear console -A- can be removed.

Install gearbox mount - 3282- with receiving elements on the gearbox.

Place the gearbox mount - 3282- -4- onto engine/gearbox jack , e.g. -V.A.G 1383/A- or -VAS 6931- -5-.



- Move the engine/gearbox jack -5- with gearbox mount -4- underneath the gearbox -1-.
- Adjust the engine/gearbox jack -5- with gearbox mount -4- so that the spindles -A- and -B- face ahead in the direction of driving.
- Insert the support -2- into the groove of the oil sump all the way around as shown.
- Lock the bolts -3- into the countersink on the gearbox, front right.



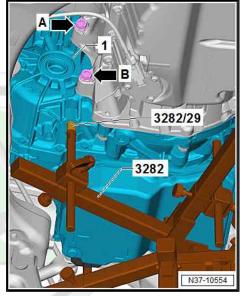


- Screw in the support with bolts VAS 3282/29- into the rear bore for pendulum support at the gearbox -1-.
- Support the gearbox by gently lifting with the aid of the engine/ gearbox jack.
- Remove the engine/gearbox connecting screws, -A-, -B-.



When the gearbox is removed, the torque converter is damaged.

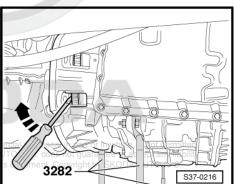
Secure the torque converter to prevent it falling out.



- Push gearbox off engine, simultaneously press off the torque converter from the engine driver disc -arrow-.
- Carefully lower the gearbox and guide past the assembly carrier downwards.

Change the gearbox position at the spindles of the gearbox mount - 3282- when lowering.

- When removing and installing, do not damage the plug in the front of the gearbox.
- Pay attention to the torque converter, which has to be removed together with the gearbox.
- Prevent the torque converter from falling off, e.g. using a wire



2.2 Installing the gearbox

⇒ "2.2.1 Installing gearbox, Fabia II, Roomster, Octavia II, Superb II, Rapid NH 1.6 I / 77 kW (until 05.2015), Rapid India", page 136

⇒ "2.2.2 Install transmission, Rapid NH 1.6 I / 81 kW (from 05.2015)", page 140

⇒ "2.2.3 Installing gearbox (Yeti)", page 143

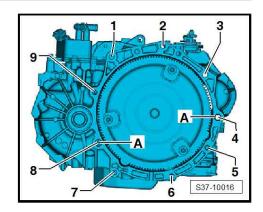
2.2.1 Installing gearbox, Fabia II, Roomster, Octavia II, Superb II, Rapid NH 1.6 I / 77 kW (until 05.2015), Rapid India

See the section for removing the gearbox for all the special tools <u>'2.1 Removing the gearbox", page 110</u>

Installation is carried out in reverse order of removal. When installing, note the following:



- Replace the self-locking nuts and screws when undertaking assembly work.
- Replace screws which have been tightened to a torquing angle as well as sealing rings and seals.
- Secure all hose connections with hose clamps which comply with the series design ⇒ Electronic Catalogue of Original Parts .
- All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- Check whether the dowel sleeves -A- for centering the gearbox are present in the cylinder block and insert missing sleeves.





Risk of damage to gearbox

If the converter is installed wrongly the driver of the torque converter or the ATF pump will be destroyed when the gearbox on the engine is connected at its flange.

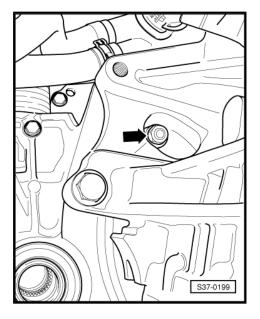
- Always check before and while tightening the screws on the flange (engine/gearbox) whether the torque converter behind the drive plate can be turned. In cases where the torque converter cannot be turned one must assume that it is not properly installed and that either the driver plate of the torque converter or the ATF pump will be destroyed during final or accept any liability tightening of the bolted connections.
- Before installing the gearbox one should ensure that the torque converter is correctly installed in the gearbox ⇒ "1.2 Removing and installing torque converter", page 27.
- Adjust the gearbox mount 3282- via the spindles so that the engine and the gearbox are in line.
- Position the gearbox carefully onto the engine until the gearbox flange touches the entire scope of the engine flange, turn the crankshaft where necessary.
- You must slide in the engine and gearbox by hand until the engine flange and the gearbox flange are in contact around the entire circumference!
- Do no trap any lines when inserting the gearbox.
- Screw on gearbox to the engine ⇒ "2.3 Specified torques", page 147



Screw torque converter using nuts -arrow- on to the drive

Depending on the variant, use the torque converter with three or six threaded bolts

Remove the gearbox mount - 3282- from the gearbox.







Bolt the gearbox console -A- with fixing screws -1- to the gear-

The shape of the console may differ from the figure.

Raise the engine/gearbox assembly at the engine and gearbox mount uniformly using the hooks of the supporting device.

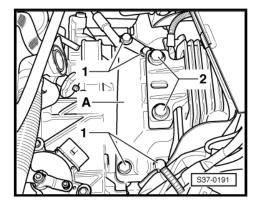
NOTICE

Risk of damage to thread for gearbox console.

- Before screwing in the screws, the engine/gearbox unit must be aligned in the correct position.
- Loosely screw in the screws -2- for the gearbox mount.
- Adjust the engine/gearbox unit ⇒ Rep. gr. 10; Assembly mounting; adjust the assembly mounting.

CAUTION

- Only remove the support bracket once all the screws securing the engine/gearbox assembly mounting have been tightened to specified torque.
- Install the left and right propeller shafts on the flange shafts on the gearbox ⇒ Chassis, axles, steering; Rep. gr. 40; Propeller shaft; remove and install propeller shaft.
- Remove heat shield for right drive shaft (if present) ⇒ Chassis, axles, steering; Rep. gr. 40; Drive shaft; removing and installing heat shield for drive shaft.
- Install the starter ⇒ Electrical system; Rep. gr. 27; Starter; Removing and installing starter.
- Assemble exhaust system and align free of stress ⇒ Engine; Rep. gr. 26.
- Install pendulum support ⇒ Engine; Rep. gr. 10.
- Connect coolant hoses to the ATF radiator.
- Inspect ATF level, if necessary top up with ATF ⇒ "3 ATF", page 161
- Fit shift cable on gearbox.
- Inspect setting of selector lever control cable and adjust if necessary ⇒ "1.8 Inspecting and adjusting the selector lever control ca-<u>ble", page 85</u> .
- Check coolant level in the cooling system ⇒ Engine; Rep. gr. 19 .
- Install the front left and right wheelhouse liner ⇒ General body repairs, exterior; Rep. gr. 66; Wheelhouse liner; removing and installing front wheelhouse liner .
- Install the front wheels ⇒ Chassis, axles, steering; Rep. gr. 44; Wheels, tyres; tightening torque for wheel bolts.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50.
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27.
- Install air filter ⇒ Engine; Rep. gr. 24.





2.2.2 Install transmission, Rapid NH 1.6 I / 81 kW (from 05.2015)

Required special tools are identical to the section called Removing the gearbox

⇒ "2.1.4 Remove transmission, Rapid NH 1.6 I / 81 kW (from 05.2015)", page 125.

Installation is carried out in the reverse order. When installing, observe the following:

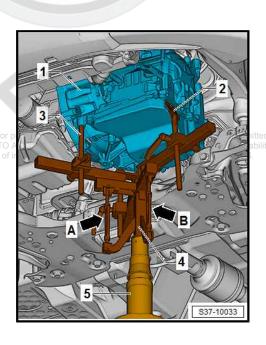
- Replace the self-locking nuts and screws when undertaking assembly work.
- After removal, replace screws which have been tightened to a torquing angle as well as gasket rings and seals.
- ♦ Secure all hose connections with hose clamps which comply with the series design ⇒ Electronic Catalogue of Original Parts .
- All cable straps that are detached or cut when removing should be attached again in the same place when installing.
- ◆ Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert if necessary. Ferrule fitting locations ⇒ "2.3 Specified torques", page 147.
- ◆ Before installing the gearbox one should ensure that the torque converter is correctly installed in the gearbox
 ⇒ "1.2 Removing and installing torque converter", page 27



Risk of damage to gearbox

If the converter is installed wrongly the driver of the torque converter or the ATF pump will be destroyed when the gearbox on the engine is connected at its flange.

- Always check before and while tightening the screws on the flange (engine/gearbox) whether the torque converter behind the drive plate can be turned. In cases where the torque converter cannot be turned one must assume that it is not properly installed and that either the driver plate of the torque converter or the ATF pump will be destroyed during final tightening of the bolted connections.
- Carefully raise gearbox with the engine/gearbox jack -5-and put in its installation position using the spindles of the gearbox mount -4-.
- Observe all lines and coolant hoses when raising the gearbox.
- Carefully place the gear unit on the motor with the fitting sleeves.
- The gearbox must be able to be pushed in by hand until both flanges touch each other.
- If this is not the case, adjust the gearbox holder via spindles so that the motor and gearbox are aligned with each other.
- When guiding the gearbox to the engine, carefully turn the engine. The starter ring gear can be held from the outside with a screwdriver. When the torque converter is mounted, the threaded bolts of the torque converter snap into the holes in the driving plate.
- Screw the gearbox to the engine with all screws accessible from below ⇒ "2.3 Specified torques", page 147

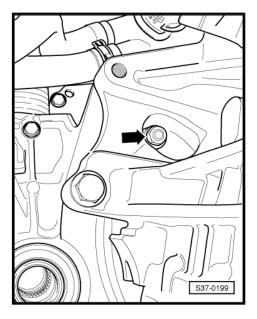




Screw torque converter using nuts -arrow- on to the drive

Depending on the variant, use the torque converter with three or six threaded bolts

Remove the gearbox mount - 3282- from the gearbox.









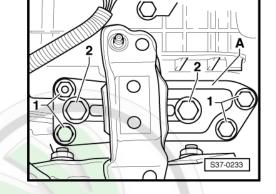
Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

- Insert gearbox console -A- between gearbox and gearbox bearings and screw on using new screws -1-.
- Raise the engine/gearbox assembly at the gearbox bearings and mount uniformly using the hooks of the supporting device.



Risk of damage to thread for gearbox console.

- Before screwing in the screws, the gearbox console and supporting arm of the gearbox mount must be completely parallel to each other.
- Bring console using the gearbox bearings into the correct position, insert new screws -2- and tighten.
- Check assembly bracket ⇒ Rep. gr. 10; Assembly bracket; Checking assembly bracket setting.



DANGER

Risk of accident

- Do not remove support bracket until all bolts securing the assembly mounting have been tightened to specified torque.
- Install both drive shafts ⇒ Chassis, axles, steering; Rep. gr. 40; Drive shaft; removing and installing drive shaft.
- Attach all mounting brackets, electrical cables to the gearbox.
- Install the starter ⇒ Electrical system; Rep. gr. 27; Starter; Removing and installing starter.
- Install the pendulum support ⇒ Rep. gr. 10; Assembly mountings; removing and installing the pendulum support
- Complete exhaust system and align free of stress ⇒ Rep. gr. 26; Exhaust pipes/silencers; Align exhaust system free of stress.
- Install the front left wheelhouse liner ⇒ General body repairs, exterior; Rep. gr. 66; Wheelhouse liner; removing and installing front wheelhouse liner.
- Install the front wheels ⇒ Chassis, axles, steering; Rep. gr. 44; Wheels, tyres; tightening torque for wheel bolts.
- Insert coolant hoses from ATF cooler.



- Install selector lever cable with screws -arrow- on the gearbox and fasten with clamp -3-.
- Setting selector lever control cable ⇒ "1.8 Inspecting and adjusting the selector lever control ca-<u>ble", page 85</u> .
- Inspect ATF level, if necessary top up with ATF \Rightarrow "3.1 Check the ATF level level and top up", page 161.
- Install the noise insulation ⇒ General body repairs, exterior; Rep. gr. 50; Noise insulation.
- Check coolant level, fill if necessary ⇒ Engine; Rep. gr. 19; Cooling system/coolant; Draining and filling up coolant.
- Install air filter ⇒ Rep. gr. 24; Air filter; Removing and installing air filter housing.
- Install battery tray ⇒ Electrical System; Rep. gr. 27.
- Remove automatic gearbox control unit J217- with mounting bracket ⇒ "2.1 Removing and installing gearbox control unit", <u>page 208</u> .
- Install battery ⇒ Electrical System; Rep. gr. 27.

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

Gearbox to engine ⇒ "2.3 Specified torques", page 147.

Gearbox bracket to gearbox ⇒ "2.3 Specified torques", page 147

Cable support bracket

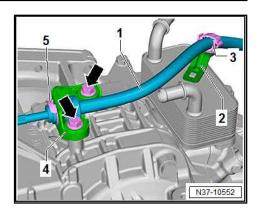
⇒ "1.1 Summary of components - Gearshift mechanism", <u>page 32</u> .

2.2.3 Installing gearbox (Yeti)

Required special tools are identical to the section called Removing the gearbox ⇒ "2.1.5 Removing gearbox, Yeti", page 130

Installation is carried out in the reverse order. When installing, observe the following:

- Replace the self-locking nuts and screws when undertaking assembly work.
- After removal, replace screws which have been tightened to a torquing angle as well as gasket rings and seals.
- Secure all hose connections with hose clamps which comply with the series design ⇒ Electronic Catalogue of Original Parts .
- All cable straps that are detached or cut when removing should wright by SKODA AUTO A. S. be attached again in the same place when installing.
- Check whether the dowel sleeves for centering the gearbox are present in the cylinder block, insert if necessary. Ferrule fitting locations ⇒ "2.3 Specified torques", page 147.
- Before installing the gearbox one should ensure that the torque converter is correctly installed in the gearbox '1.2 Removing and installing torque converter", page 27





NOTICE

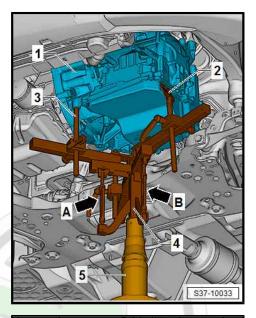
Risk of damage to gearbox

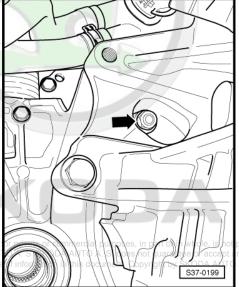
If the converter is installed wrongly the driver of the torque converter or the ATF pump will be destroyed when the gearbox on the engine is connected at its flange.

- Always check before and while tightening the screws on the flange (engine/gearbox) whether the torque converter behind the drive plate can be turned. In cases where the torque converter cannot be turned one must assume that it is not properly installed and that either the driver plate of the torque converter or the ATF pump will be destroyed during final tightening of the bolted connections.
- Carefully raise gearbox with the engine/gearbox jack -5-and put in its installation position using the spindles of the gearbox mount -4-.
- Observe all lines and coolant hoses when raising the gearbox.
- Carefully place the gear unit on the motor with the fitting sleeves.
- The gearbox must be able to be pushed in by hand until both flanges touch each other.
- If this is not the case, adjust the gearbox holder via spindles so that the motor and gearbox are aligned with each other.
- When guiding the gearbox to the engine, carefully turn the engine. The starter ring gear can be held from the outside with a screwdriver. When the torque converter is mounted, the threaded bolts of the torque converter snap into the holes in the driving plate.
- Screw the gearbox to the engine with all screws accessible from below ⇒ "2.3 Specified torques", page 147.
- Screw torque converter using nuts -arrow- on to the drive plate.

Depending on the variant, use the torque converter with three or six threaded bolts

Remove the gearbox mount - 3282- from the gearbox.







- Insert gearbox console -A- between gearbox and gearbox bearings and screw on using new screws -1-.
- Raise the engine/gearbox assembly at the gearbox bearings and mount uniformly using the hooks of the supporting device.



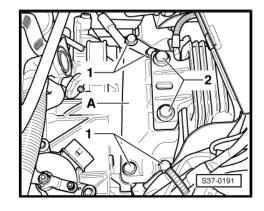
Risk of damage to thread for gearbox console.

- Before screwing in the screws, the gearbox console and supporting arm of the gearbox mount must be completely parallel to each other.
- Bring console using the gearbox bearings into the correct position, insert new screws -2- and tighten.
- Check assembly bracket ⇒ Rep. gr. 10; Assembly bracket; Checking assembly bracket setting.



Risk of accident

- Do not remove support bracket until all bolts securing the assembly mounting have been tightened to specified torque.
- Install both drive shafts ⇒ Chassis, axles, steering; Rep. gr. 40 ; Drive shaft; removing and installing drive shaft .
- Attach all mounting brackets, electrical cables to the gearbox.
- Install the starter ⇒ Electrical system; Rep. gr. 27; Starter; Removing and installing starter.
- Install the pendulum support ⇒ Rep. gr. 10; Assembly mountings; removing and installing the pendulum support.
- Complete exhaust system and align free of stress ⇒ Rep. gr. 26; Exhaust pipes/silencers; Align exhaust system free of stress.
- Install the front left wheelhouse liner ⇒ General body repairs, exterior; Rep. gr. 66; Wheelhouse liner; removing and installing front wheelhouse liner.
- Install the front wheels ⇒ Chassis, axles, steering; Rep. gr. 44; Wheels tyres tightening torque for wheel bolts part or in whole, is not permitted
- Insert coolant hoses from ATF cooler, this document. Copyright by SKODA AUTO A. S.





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- Install selector lever cable with screws -arrow- on the gearbox and fasten with clamp -3-.
- Setting selector lever control cable
 ⇒ "1.8 Inspecting and adjusting the selector lever control cable", page 85
- Inspect ATF level, if necessary top up with ATF
 ⇒ "3.1 Check the ATF level level and top up", page 161.
- Install the noise insulation ⇒ General body repairs, exterior;
 Rep. gr. 50; Noise insulation.
- Check coolant level, fill if necessary ⇒ Engine; Rep. gr. 19;
 Cooling system/coolant; Draining and filling up coolant.
- Install air filter ⇒ Rep. gr. 24; Air filter; Removing and installing air filter housing.
- Install battery tray ⇒ Electrical System; Rep. gr. 27.
- Remove automatic gearbox control unit J217- with mounting bracket
 ⇒ "2.1 Removing and installing gearbox control unit", page 208
- Install battery ⇒ Electrical System; Rep. gr. 27.

Tightening torques and summaries of components



Note

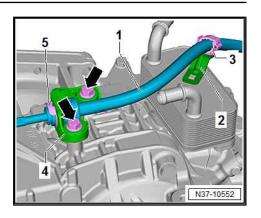
Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

Gearbox to engine ⇒ "2.3 Specified torques", page 147.

Gearbox bracket to gearbox

⇒ "2.3 Specified torques", page 147.

Cable support bracket ⇒ "1.1 Summary of components - Gearshift mechanism" page 32.





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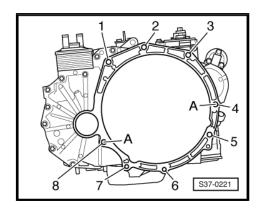


2.3 Specified torques

- ⇒ "2.3.1 Tightening torques, Octavia II", page 147
- ⇒ "2.3.2 Tightening torques Superb II", page 150
- ⇒ "2.3.3 Tightening torques Fabia II", page 151
- ⇒ "2.3.4 Tightening torques Roomster", page 152
- ⇒ "2.3.5 Tightening torques, Rapid NH", page 154
- ⇒ "2.3.6 Tightening torques, Rapid India", page 156
- ⇒ "2.3.7 Tightening torques, Yeti", page 157

2.3.1 Tightening torques, Octavia II

Vehicles with 1.6 ltr./75 kW engine

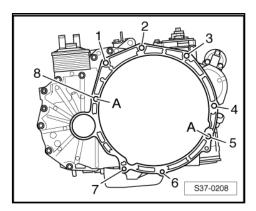


Pos.	Screw	Pie ces	Nm
1.2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 1)	M12 x 165 + M8 x 16	1	80
5	M10 x 65	1	40
6.7	M10 x 55	1	40
8	M12 x 100	1	80
Α	Dowel sleeves for centering		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

Vehicles with 1.6 l/85 kW FSI engine

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Pos.	Screw	Pie ces	Nm
1,2,3	M12 x 55	1	80
4 1)	M12 x 165 + M8 x 16	1	80



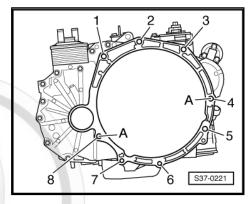
Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

Pos.	Screw	Pie ces	Nm
5.8	M12 x 80	1	80
6.7	M10 x 50	1	40
Α	Dowel sleeves for centering		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.

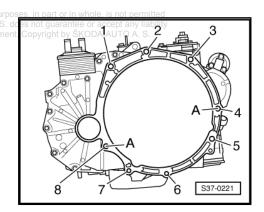
Vehicles with 2.0 I FSI engine



Pos.	Screw	Pie ces	Nm
1.2	M12 x 55	1	80
3 1)	M12 x 155 + M8 x 16	1	80
4 ¹⁾	M12 x 165 + M8 x 16	1	80
5	M10 x 65	1	40
6.7	M10 x 55	1	40
8	M12 x 85	1	80
Α	Dowel sleeves for centering		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

Vehicles with 1.8 I TFSI engine



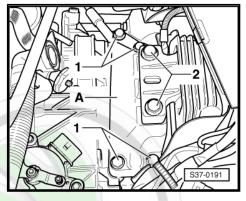
Pos.	Screw	Pie ces	Nm
1.2	M12 x 55	1	80
3 1)	M12 x 155 + M8 x 16	1	80
4 1)	M12 x 155 + M8 x 16	1	80

Pos.	Screw	Pie ces	Nm
5	M10 x 65	1	40
6.7	M10 x 55	1	40
8	M12 x 70	1	80
Α	Dowel sleeves for centering		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.

Gearbox console to gearbox and gearbox mount

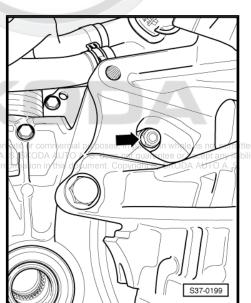


Component	Tightening torque
Gearbox console -A- to gearbox, screws -1- 1)	40 Nm + 90°
Gearbox mount to gearbox console -A-, screws -2- 1)	60 Nm +90°

• 1) Replace screws after disassembly.

Torque converter on the driver plate



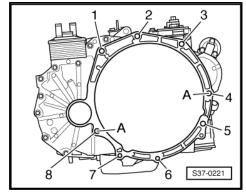


Component	Tightening torque		
Torque converter to drive plate, 6 nuts -arrow-	60 Nm		



2.3.2 Tightening torques Superb II

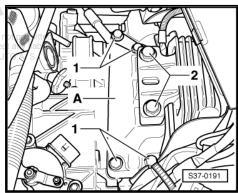
Vehicles with 1.8 I TFSI engine



Pos.	Screw	Pie ces	Nm
1.2	M12 x 55	1	80
3 1)	M12 x 155 + M8 x 16	1	80
4 1)	M12 x 155 + M8 x 16	1	80
5	M10 x 65	1	40
6.7	M10 x 55	1	40
8	M12 x 70	1	80
Α	Dowel sleeves for cente	ring	

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

Gearbox console to gearbox and gearbox mount



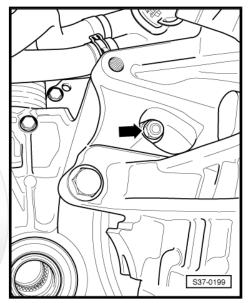
Component	Tightening torque		
Gearbox console -A- to gearbox, screws -1- 1)	40 Nm + 90°		
Gearbox mount to gearbox console -A-, screws -2- 1)	60 Nm +90°		

1) Replace screws after disassembly.



Torque converter on the driver plate

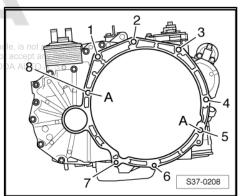




Component	Tightening torque		
Torque converter to drive plate, 6 nuts -arrow-	60 Nm		

Tightening torques Fabia II 2.3.3

Vehicles with 1.6 I engine



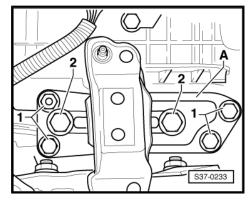
Pos.	Screw	Pie ces	Nm
1,2,3	M12 x 55	1	80
4 1)	M12 x 165 + M8 x 16 (up to 11.2010) M12 x 155 + M8 x 16 (as of 12.2010)	1	80
5.8	M12 x 80	1	80
6.7	M10 x 35	1	40
Α	Dowel sleeves for centering		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.



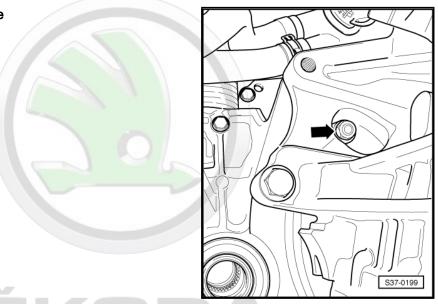
Gearbox console to gearbox and gearbox mount



Component	Tightening torque
Gearbox console -A- to gearbox, screws -1- 1)	40 Nm + 90°
Gearbox mount to gearbox console -A-, screws -2- 1)	60 Nm +90°

1) Replace screws after disassembly.

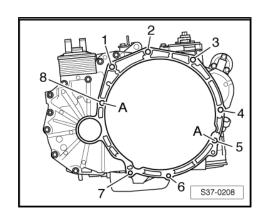
Torque converter on the driver plate



Component	Tightening torque
Torque converter to drive plate, 6 nuts -arrow-	60 Nm

Tightening torques Roomster 2.3.4

Vehicles with 1.6 I engine



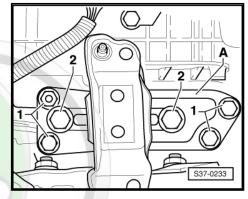


Pos.	Screw	Pie ces	Nm
1,2,3	M12 x 55	1	80
4 1)	M12 x 165 + M8 x 16 (up to 11.2010) M12 x 155 + M8 x 16 (as of 12.2010)	1	80
5.8	M12 x 80	1	80
6.7	M10 x 35	1	40
Α	Dowel sleeves for centering		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

The second fixing screw for starter on gearbox (M12 x 55 + M8 x 10, tightening torque 80 Nm) is not shown in this illustration.

Gearbox console to gearbox and gearbox mount



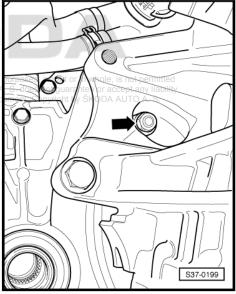
Component	Tightening torque
Gearbox console -A- to gearbox, screws -1- 1)	40 Nm + 90°
Gearbox mount to gearbox console -A-, screws -2- 1)	60 Nm +90°

1) Replace screws after disassembly.

Torque converter on the driver plate

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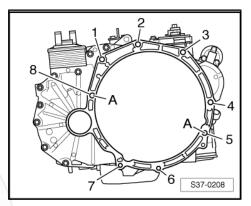


Component	Tightening torque		
Torque converter to drive plate, 6 nuts -arrow-	60 Nm		



2.3.5 Tightening torques, Rapid NH

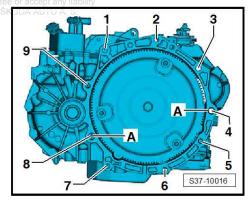
Vehicles with 1.6 ltr./77 kW engine



Pos.	Screw	Pie ce s	Nm
1,2,3	M12 x 55	1	80
4 1)	M12 x 165 + M8 x 16 (up to 11.2010) M12 x 155 + M8 x 16 (as of 12.2010)	1	80
5.8	M12 x 80	1	80
6.7	M10 x 35	1	40
The second fixing screw to secure the starter on gearbox (is not shown in this illustration).	M12 x 55 + M8 x 10	1	80
A	Dowel sleeves for centering		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter of in whole, is not permitted by the starter of the starter.

Vehicles with 1.6 ltr./81 kW engine

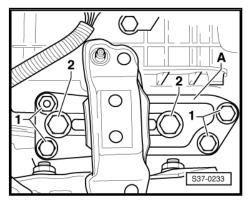


Pos.	Screw	Pie ce s	Nm
1.2	M12 x 55	1	80
3 1)	M12 x 155 + M8 x 16	1	80
4 1)	M12 x 170 + M8 x 16	1	80
5	M10 x 65	1	40
6.7	M10 x 55	1	40
8.9	M12 x 70	1	80
Α	Dowel sleeves for centering		



1) Screw with threaded pin M8. This screw also fastens the starter.

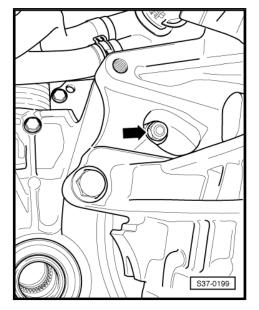
Gearbox console to gearbox and gearbox mount



Component	Tightening torque
Gearbox console -A- to gearbox, screws -1- 1)	40 Nm + 90°
Gearbox mount to gearbox console -A-, screws -2- 1)	60 Nm +90°

1) Replace screws after disassembly.

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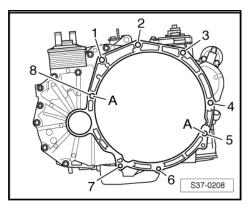


Component	Tightening torque
Torque converter to drive plate, -arrow-	60 Nm



Tightening torques, Rapid India 2.3.6

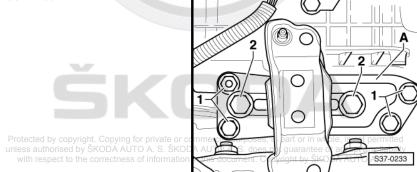
Vehicles with 1.6 I engine



Pos.	Screw	Pie ce s	Nm
1,2,3	M12 x 55	1	80
4 1)	M12 x 165 + M8 x 16 (up to 11.2010) M12 x 155 + M8 x 16 (as of 12.2010)	1	80
5.8	M12 x 80	1	80
6.7	M10 x 35	1	40
The second fixing screw to secure the starter on gearbox (is not shown in this illustration).	M12 x 55 + M8 x 10	1	80
A	Dowel sleeves for centering		

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.

Gearbox console to gearbox and gearbox mount

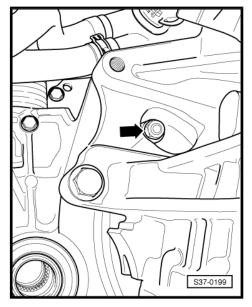


Component	Tightening torque
Gearbox console -A- to gearbox, screws -1- 1)	40 Nm + 90°
Gearbox mount to gearbox console -A-, screws -2- 1)	60 Nm +90°

1) Replace screws after disassembly.



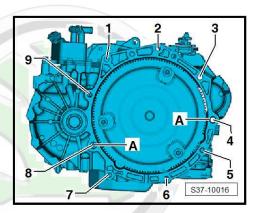
Torque converter on the driver plate



Component	Tightening torque
Torque converter to drive plate, -arrow-	60 Nm

Tightening torques, Yeti 2.3.7

Vehicles with 1.6 I engine

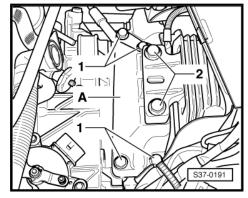


Pos.	Screw	Pie ce s	Nm
1.2	M12 x 55	1	80
3 ¹⁾	M12 x 155 + M8 x 16	1	80
4 1)	M12 x 170 + M8 x 16	1	80
5	M10 x 65	1	40
6.7	M10 x 55	1	40
8.9	Protected M 12 vig 70 Copying for private or commercial punless authorised by SODA AUTO A. S. ŠKODA AUTO A.	urposes, S. does r	n part or in 80 ole, is not not quarantee or accept a
Α	with respDowel sleeves for centering document	ment. Co	pyright by ŠKODA AUTO

¹⁾ Screw with threaded pin M8. This screw also fastens the starter.



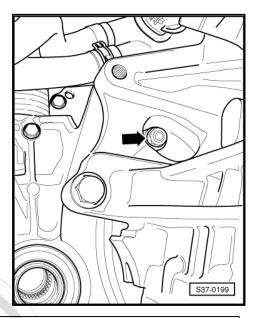
Gearbox console to gearbox and gearbox mount



Component	Tightening torque		
Gearbox console -A- to gearbox, screws -1- 1)	40 Nm + 90°		
Gearbox mount to gearbox console -A-, screws -2- 1)	60 Nm +90°		

1) Replace screws after disassembly.

Torque converter on the driver plate



Component	Tightening torque
Torque converter to drive plate, 6 nuts -arrow-	60 Nm

Transporting the gearbox 2.4

Special tools and workshop equipment required

♦ Shackle - 10-222A/12-

For transporting the automatic gearbox, the shackle - 10-222A/ 12- can be used.

Secure torque converter to prevent it falling out during transport <u>⇒ page 5</u>.





Attach shackle - 10-222A/12- to gearbox housing.



2.5 Attaching gearbox to assembly stand

Secure on assembly support - MP9-101-

Special tools and workshop equipment required

- ♦ Assembly stand MP9-101-
- ♦ Engine and gearbox mount MP1-202-

Fix on the engine / gearbox mount - VAS 6095- or -VW 313-

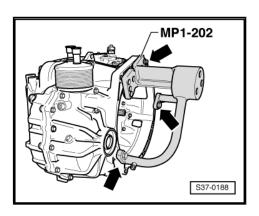
or commercial purposes, in part or in whole, is not permitted SKODA AUTO A. S. does not guarantee or accept any liability Special tools and workshop equipment required

- ◆ Engine and gearbox support VAS 6095- or -VW 313-
- ♦ Gearbox mount VW 540-

Secure on assembly support - MP9-101-

- Fasten Transmission holder MP1-202- with screws -arrows- to the gearbox.
- Place gearbox with workshop crane on the Repair stand -MP9-101- ⇒ "2.4 Transporting the gearbox", page 158,

Fix on the engine / gearbox mount - VAS 6095- or -VW 313-





Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

- Fasten Transmission holder VW 540- with screws -arrowsand attach to the gearbox.
- Place gearbox with workshop crane on the Engine / gearbox holder - VAS 6095- or -VW 313-
 - ⇒ "2.4 Transporting the gearbox", page 158.

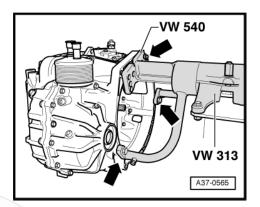


WARNING

Risk of accident

The centre of gravity of the gearbox is outside the turning centre at the assembly stand.

- For turning the gearbox, a second mechanic must hold the gearbox housing in order to avoid uncontrolled movement.
- If the gearbox filled with oil on the assembly stand is turned with the oil sump upwards, then the ventilation holes for the gearbox housing must be sealed with plugs.





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3 ATF

- ⇒ "3.1 Check the ATF level level and top up", page 161
- ⇒ "3.2 Draining and filling ATF", page 168

3.1 Check the ATF level level and top up

⇒ "3.1.1 Check ATF level and top up (for gearbox with filler pipe until 05.2006)", page 161

⇒ "3.1.2 Check ATF level and top up (for gearbox without filler pipe until 05.2006)", page 164

3.1.1 Check ATF level and top up (for gearbox with filler pipe until 05.2006)

Special tools and workshop equipment required

- ♦ ATF filling system V.A.G 1924-
- ◆ Catch pan , e.g. -VAS 6208-
- ♦ Protective goggles
- ♦ Protective gloves



The gear oil level changes with the gearbox oil temperature.

The gearbox is not filled correctly if the gearbox oil temperature is too low or too high.

Checking ATF level when ATF temperature is too low may result in over-filling; on the other hand, checking ATF level when ATF temperature is too high will result in under-filling.

Both over-filling as well as under-filling affect gearbox operation.

• The ATF temperature must therefore be measured with the ⇒ Vehicle diagnostic tester.

Test conditions ht. Copying for private or commercial purposes, in part or in whole, is not permitted **Test conditions**

- Vehicle on completely level ground.
- Selector lever in "P".
- · The engine is running at idling speed.
- Noise insulation removed ⇒ Body Work ; Rep. gr. 50 .
- The ⇒ Vehicle diagnostic tester is connected.
- The ATF temperature must not be higher than 45 °C for beginning the test, if necessary first the gearbox must be cooled down.



CAUTION

Risk of accident

The radiator fan may run automatically.

 When working close to the radiator, keep sufficient distance from the fan.

Inspecting ATF level

Read off the gear oil temperature ⇒ Vehicle diagnostic tester.



Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

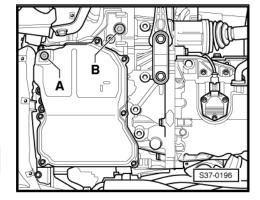
- If the oil temperature is between 35°C and 45°C (in countries with hot climate, 50°C), you can check the gearbox oil level; if the temperature is above 45°C, the gearbox must be left to cool off.
- The engine is running at idling speed.
- Selector lever in "P".
- Position the catch pan under the gearbox.
- Start engine and run in idle.



CAUTION

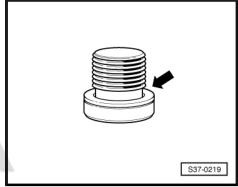
Risk of injury from hot gear oil.

- Wear safety gloves and safety goggles.
- Remove the ATF inspection plug -A-.



Replace gasket ring -arrow- for ATF inspection plug.





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- Built up gear oil flows out of the overflow pipe -arrow 2-.
- If the ATF oil continues to drip from the overflow tube at temperatures from 35 to 45 °C (approx. 1 drop per second), the ATF level is OK.
- Re-install the ATF inspection plug with a new sealing ring.
- If no ATF oil drips out of the overflow tube, you must top up

Topping up ATF oil

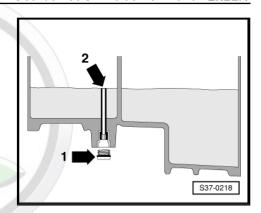


Risk of damage to gearbox.

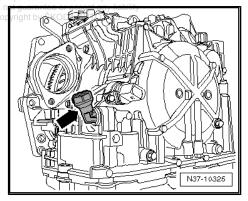
Only ATF available as spare part should be used in the automatic gearbox 09G ⇒ Electronic Catalogue of Original **Parts**

Other oils can lead to functional problems or to failure of the gearbox.

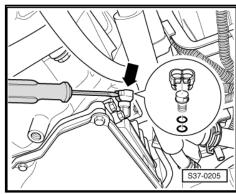
The adapter for oil filling must be clean and gearbox oil must not be mixed with other oils.



- Fill the ATF filling system V.A.G 1924- with ATF oil. AUTO A. S. does
- Attach the reservoir of the ATF filling system V.A.G 1924- as high as possible to the vehicle.

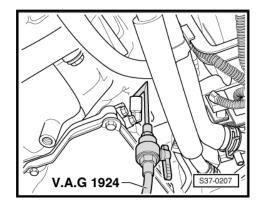


- Lever off cap -arrow- securing the screw plug, e.g. with a screwdriver.
- Replace the cap after disassembly, because the cap catch is broken when removed.
- Pull off screw plug from the filler tube.

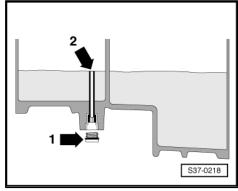




 Hook the adapter of the ATF filling system - V.A.G 1924- into the opening of the filler tube.

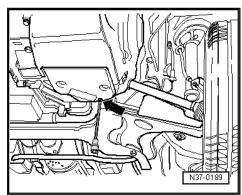


- Continue to fill the ATF with -V.A.G 1924- until a temperature of between 35 °C and 45 °C flows out of the inspection opening via the overflow tube -arrow 2-.
- Allow all excess ATF to drip out only until it starts to drain off.



 Re-install the ATF inspection plug -arrow-with a new sealing ring.

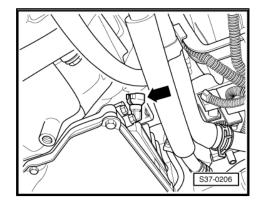
This completes the ATF level inspection.



- Insert the screw plug in the filler tube.
- Insert new safety cap -arrow- and lock in place.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50.

Specified torques

⇒ "2.1 Summary of components - slide valve body", page 181



3.1.2 Check ATF level and top up (for gearbox without filler pipe until 05.2006)

Special tools and workshop equipment required

- Adapter for oil filling VAS 6262- or -VAS 6262A-
- ◆ Adapter for oil filling VAS 6262/6-
- ♦ Adapter for oil filling VAS 6262/2-

- ◆ Catch pan , e.g. -VAS 6208-
- Protective goggles
- Protective gloves
- When refilling the ATF, only the ATF available as a spare part should be used ⇒ Electronic Catalogue of Original Parts
- For some oil bottles the Adapter for oil filling VAS 6262/6- is also to be used, or the pipe of the Adapters for oil filling are to be shortened <u>⇒ page 167</u>.

Test conditions

- Vehicle on completely level ground.
- The engine is running at idling speed.
- Selector lever in "P".
- Noise insulation removed ⇒ General body repairs, exterior; Rep. gr. 50; Noise insulation; Summary of components noise insulation .
- ⇒ Vehicle diagnostic tester is connected.
- The gearbox oil temperature is 35-45 °C.

The gear oil level changes with the gearbox oil temperature.

The gearbox is not filled correctly if the gearbox oil temperature is too low or too high.

The gearbox function is impaired if the gear oil level is too high or too low.



CAUTION

Risk of accident.

The radiator fan may run automatically.

When working close to the radiator, keep sufficient distance from the fan.

Checking gear oil level

- Read off the gear oil temperature ⇒ Vehicle diagnostic tester.
- Once the oil temperature has reached 35 °C, you can check the gearbox oil level; if the temperature is above 45 °C, the gearbox must be left to cool off.
- Position the catch pan under the gearbox.



CAUTION

Risk of injury from hot gear oil.

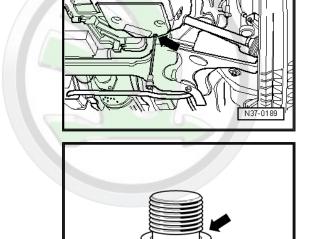
Wear safety gloves and safety goggles.



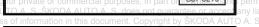


- Unscrew ATF drain plug and ATF control screw -A-.

Replace gasket ring -arrow- for ATF inspection plug.







- Built up gear oil flows out of the overflow pipe -arrow 2-.
- If the ATF oil continues to drip from the overflow tube at temperatures from 35 to 45 °C (approx. 1 drop per second), the ATF level is OK.
- Re-install the ATF inspection plug with a new sealing ring.
- If no ATF oil drips out of the overflow tube, you must top up the oil.

Topping up ATF oil

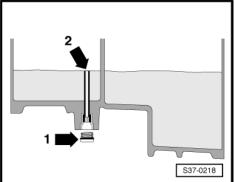


Risk of damage to gearbox.

Only ATF available as spare part should be used in the automatic gearbox 09G ⇒ Electronic Catalogue of Original **Parts**

Other oils can lead to functional problems or to failure of the gearbox.

The adapter for oil filling must be clean and the gearbox oil must not be mixed with other oils!

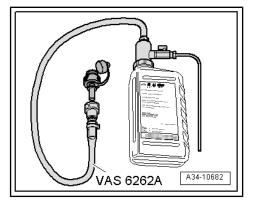




For topping up, use adapter for oil filling , e.g. - VAS 6262- or - VAS 6262A- .

Adjust adapter for oil filling - VAS 6262A-.

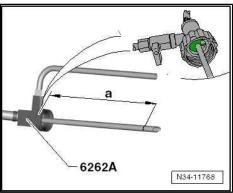
The pipe of the adapter for oil filling - VAS 6262A- must be shortened to prevent it colliding with the bottom of some oil bottles.



Dimension -a- is measured from the shaft (green area in the illustration) of the adapter for oil filling - VAS 6262A- .

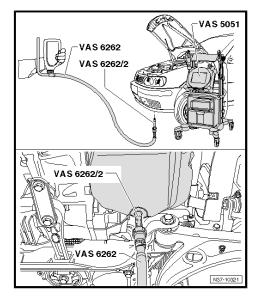
Dimension -a- = 210 mm.

- Shorten the tube of the adapter to dimension -a-.
- Shake oil bottle well before opening to mix any sediments at the bottom of the bottle with the oil.



- Screw the gear oil bottle to the adapter for oil filling VAS 6262or -VAS 6262A- .
- Screw in the quick coupler VAS 6262/2- by hand in place of the gearbox inspection plug and connect the adapter for oil
- Hold the bottle with the adapter for oil filling as high as possible above the level of the gearbox and fill with 1 litre of gear oil.
- Peel off adapter for oil filling from the quick coupling VAS 6262/2- and monitor the inspection hole.
- Excess ATF runs out and begins to drain.

There is no additional ATF to refill.







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 Re-install the ATF inspection plug -arrow-with a new sealing ring.

This completes the ATF level inspection.

- · Do not drip ATF from the opening:
- Repeat the procedure and add another 1.0 I ATF.
- Install the noise insulation ⇒ General body repairs, exterior; Rep. gr. 50; Noise insulation; Summary of components noise insulation.

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

 ◆ ATF level check screw
 ⇒ "2.1 Summary of components - slide valve body", page 181

3.2 Draining and filling ATF

⇒ "3.2.1 Drain and top up ATF, gearbox with filler pipe until or accept any liability 05.2006)", page 168 rectness of information in this document. Copyright by ŠKODA AUTO A. S.

 \Rightarrow "3.2.2 Drain and top up ATF, gearbox without filler pipe as of 05.2006)", page 170

3.2.1 Drain and top up ATF, gearbox with filler pipe until 05.2006)

Special tools and workshop equipment required

- ♦ ATF filling system V.A.G 1924-
- ◆ Catch pan , e.g. -VAS 6208-
- ♦ Protective goggles

Drain ATF



Risk of damage to gearbox.

- After draining the AFT, the engine must not be started and the vehicle must not be towed.
- Engine switched off.
- Observe the disposal instructions.
- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Position the catch pan under the gearbox.

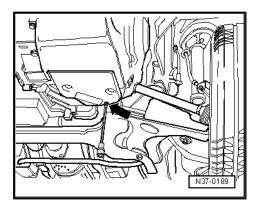


CAUTION

Risk of accident.

The radiator fan may run automatically.

 When working close to the radiator, keep sufficient distance from the fan.





CAUTION

Risk of injury from hot gear oil.

- Wear safety gloves and safety goggles.
- Unscrew the ATF inspection plug -A-.
- Follow the instructions for the overflow tube \Rightarrow page 6.
- Release the overflow pipe -C- (5 mm Allen key) and drain ATF.
- Install and tighten overflow tube -C-.

Fill with ATF



Risk of damage to gearbox.

Only ATF available as spare part should be used in the automatic gearbox 09G ⇒ Electronic Catalogue of Original **Parts**

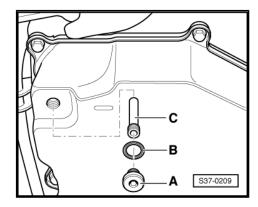
Other oils can lead to functional problems or to failure of the gearbox.

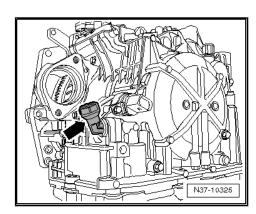
The adapter for oil filling must be clean and gearbox oil must not be mixed with other oils.

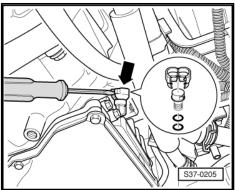
The filler tube is located at the front of the gearbox under the starter.

- Shake oil bottle well before opening to mix any sediments at the bottom of the bottle with the oil.
- Fill the ATF filling system V.A.G 1924- with ATF oil.
- Attach the reservoir of the ATF filling system V.A.G 1924- as high as possible to the vehicle.

- Lever off cap -arrow- securing the screw plug, e.g. for the filler tube with a screwdriver.
 - Replace the cap after disassembly, because the cap catch is broken when removed.
 - Pull off screw plug from the filler tube.







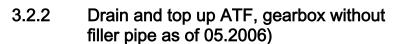


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- Hook the hook of the ATF filling system V.A.G 1924- into the opening of the filler tube.
- Pour in 3 liters of ATF with ATF filling system V.A.G 1924- .
- Screw in the ATF control screw and tighten by hand.
- Start engine and run in idle.
- With the brake pedal actuated, shift through all selector lever positions "P, R, N, D, S" at idle speed in sequence, leaving the lever in each position for about 10 seconds.
- Shift selector lever into position "P".
- Check gear oil level \Rightarrow "3.1 Check the ATF level level and top up", page 161.

Specified torques

ATF inspection plug and overflow tube "2.1 Summary of components - slide valve body", page 181



Special tools and workshop equipment required

- Adapter for oil filling VAS 6262- or -VAS 6262A-
- Adapter for oil filling VAS 6262/6-
- Adapter for oil filling VAS 6262/2-
- Catch pan, e.g. -VAS 6208-
- Protective goggles
- Protective gloves

Drain ATF



Risk of damage to gearbox.

- After draining the AFT, the engine must not be started and the vehicle must not be towed.
- Engine switched off.
- Observe the disposal instructions.
- Remove the noise insulation ⇒ Exterior body work; Rep. gr. 50; Noise insulation; Summary of components - noise insulation .
- Position the catch pan under the gearbox.





CAUTION

Risk of accident.

The radiator fan may run automatically.

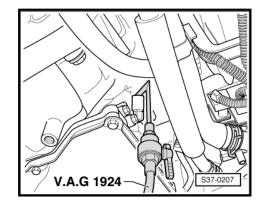
When working close to the radiator, keep sufficient distance from the fan.



CAUTION

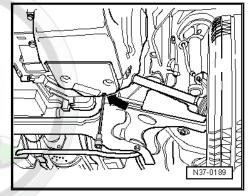
Risk of injury from hot gear oil.

Wear safety gloves and safety goggles.





- Unscrew ATF inspection plug -arrow-.
- Follow the instructions for the overflow tube \Rightarrow page 6.



- Release the overflow pipe -C- (5 mm Allen key) and drain ATF.
- Install and tighten overflow tube -C-.

Fill with ATF

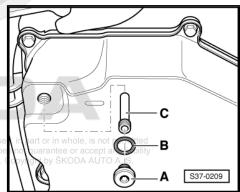


Risk of damage to gearbox.

Only ATF available as spare part should be used in the automatic gearbox 09G ⇒ Electronic Catalogue of Original **Parts**

Other oils can lead to functional problems or to failure of the gearbox.

- The adapter for oil filling must be clean and gearbox oil must not be mixed with other oils.
- The pipe of the adapter for oil filling VAS 6262A- must be shortened to prevent it colliding with the bottom of soil oil bottles <u>⇒ page 167</u>.
- Shake oil bottle well before opening to mix any sediments at the bottom of the bottle with the oil.
- If the thread of the oil bottle does not correspond to the adapter - VAS 6262 A-, the adapter -VAS 6262/6- must be used in addition.







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- Screw the gear oil bottle to the adapter for oil filling VAS 6262or -VAS 6262A- .
- Screw in the quick coupler VAS 6262/2- by hand in place of the gearbox inspection plug and connect the adapter for oil filling .
- Hold the bottle with the adapter for oil filling as high as possible above the level of the gearbox and fill with 3 litre of gear oil.
- Disconnect the adapter for oil filling from the quick coupler -VAS 6262/2-.
- Detach quick coupler VAS 6262/2-.
- Screw in the ATF control screw and tighten by hand.
- Start engine and run in idle.
- With the brake pedal actuated, shift through all selector lever positions "P, R, N, D, S" at idle speed in sequence, leaving the lever in each position for about 10 seconds.
- Shift selector lever into position "P".
- Inspecting ATF level \Rightarrow "3.1.2 Check ATF level and top up (for gearbox without filler pipe until 05.2006)", page 164 .

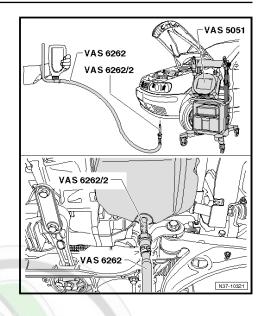
Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

ATF level check screw ⇒ "2.1 Summary of components - slide valve body", page 181







ATF circuit 4

- ⇒ "4.1 Summary of components ATF circuit", page 173
- ⇒ "4.2 Removing and installing ATF radiator", page 174

4.1 Summary of components - ATF circuit

- \Rightarrow "4.1.1 Summary of components ATF circuit (design with round radiator)", page 173
- ⇒ "4.1.2 Summary of components ATF circuit (design with rectangular radiator)", page 174

Summary of components - ATF circuit (design with round radiator) 4.1.1

1 - Gearbox housing

2 - O-ring

☐ Replace after disassembly

3 - ATF radiator

- ☐ Check fitting position ⇒ Fig. ""Fitting location of ATF radiator"", page 175
- □ Removing and installing ⇒ "4.2 Removing and installing ATF radiator", page 174

4 - O-ring

□ Replace after disassembly

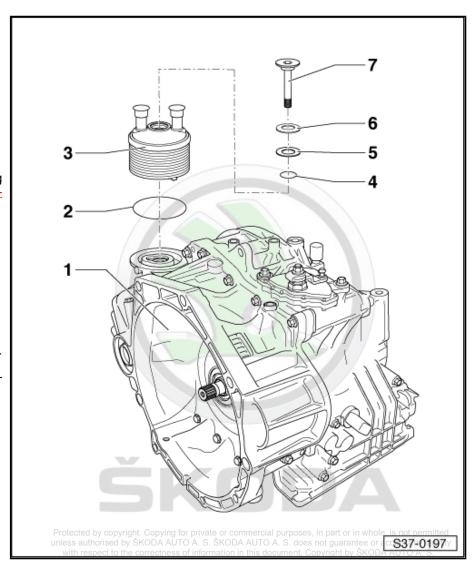
5 - Washer

6 - Disc spring

☐ Installation site: must rest on the washer (Pos. 5); side of the disc spring curved to the outside must point upwards.

7 - Screw

□ 35 Nm





4.1.2 Summary of components - ATF circuit (design with rectangular radiator)

1 - Gearbox housing

2 - O-ring

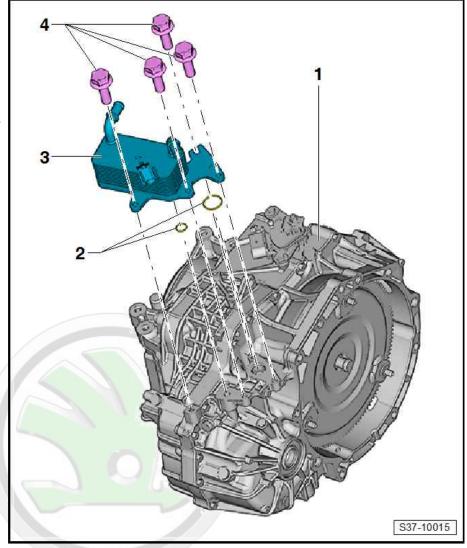
☐ Replace after disassembly

3 - ATF radiator

□ Removing and installing ⇒ "4.2 Removing and installing ATF radiator", page 174

4 - Screw

□ 20 Nm



4.2 Removing and installing ATF radiator

⇒ "4.2.1 Removing and installing ATF radiator (design with round radiator)", page 174

⇒ "4.2.2 Removing and installing ATF radiator (design with rectangular radiator)", page 176

4.2.1 Removing and installing ATF-radiator part or in whole, is not permitted (design with round radiator) this document. Copyright by SKODA AUTO A. S.

Special tools and workshop equipment required

♦ Hose clamp - MP7-602 (3094)-

Removing

- Remove engine cover ⇒ engine; Rep. gr. 10.
- Remove air filter ⇒ Engine; Rep. gr. 24.
- Remove battery and battery tray ⇒ Electrical System; Rep. gr. 27.

Mark hoses of ATF radiator in order to prevent interchanging when installing.



Note

Depending on the as-built configuration a small plastic tube is located in the feed of the ATF radiator, which must be re-installed during installation.

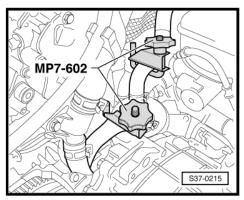


CAUTION

Risk of injury from hot coolant or ejected vapour.

When the engine is warm, the cooling system is under over-pressure, which must be dissipated before disconnecting the coolant hoses.

- Cover the cap of the coolant expansion tank with a cloth and open carefully step-by-step.
- Clamp off the ATF-radiator hoses with hose clamps -MP7-602- and remove from ATF-radiator.



Unscrew the screw -arrow A- and take the ATF radiator -1- out of the gearbox.

Installing

Installation is carried out in the reverse order. Pay attention to the following:

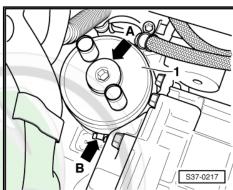
- Replace O-rings of ATF radiator ⇒ Electronic Catalogue of Original Parts .
- Maintain position of the disc spring (Pos. 6) ⇒ "4.1 Summary of components - ATF circuit", page 173 .
- Maintain fitting position of the ATF radiator.

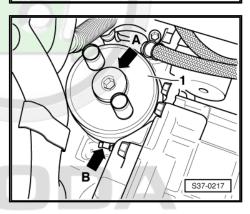
Fitting location of ATF radiator

- The peg -arrow B- must be in the recess in the gearbox hous-
- Check coolant level in the cooling system ⇒ Engine; Rep. gr. 19.
- Inspecting ATF level and if necessary topping up ⇒ "3.1 Check the ATF level level and top up", page 161.

Specified torques

ATF radiator to gearbox ⇒ "4.1.1 Summary of components - ATF circuit (design with round radiator)", page 173







4.2.2 Removing and installing ATF radiator (design with rectangular radiator)

Special tools and workshop equipment required

♦ Hose clamp - MP7-602 (3094)-

Removing

- Remove engine cover ⇒ engine; Rep. gr. 10.
- Remove air filter ⇒ Engine; Rep. gr. 24.

For vehicles Rapid, Rapid India and Yeti

Remove automatic gearbox control unit - J217- with mounting bracket ⇒ "2.1 Removing and installing gearbox control unit", page 208

Continued for all vehicles

- Remove battery and battery tray ⇒ Electrical System; Rep.
- Mark hoses of ATF radiator in order to prevent interchanging when installing.
- Unlock the quick-release lock -2- and unhook the selector lever control cable -1-.

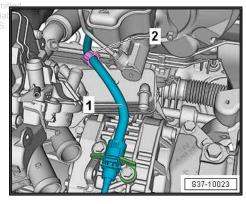


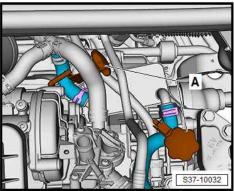
CAUTION

Risk of injury from hot coolant or ejected vapour.

When the engine is warm, the cooling system is under overpressure, which must be dissipated before disconnecting the coolant hoses.

- Cover the cap of the coolant expansion tank with a cloth and open carefully step-by-step.
- Seal the hoses of the ATF radiator with hose clamps -MP7-602- -A-.
- Remove hoses from the ATF radiator.







Unscrew screws-arrows- and remove ATF radiator.

Installing

Installation is carried out in the reverse order. Pay attention to the following:

- Replace O-rings of the ATF radiator after removal.
- Connect the coolant hoses to the ATF radiator using the markings made during removal.
- Check coolant level in the cooling system ⇒ Engine; Rep. gr. 19.
- Inspecting ATF level and if necessary topping up ⇒ "3.1 Check the ATF level level and top up", page 161.
- Install the battery and battery tray ⇒ Electrical System; Rep. gr. 27.

For vehicles Rapid, Rapid India and Yeti

Install mounting bracket with automatic gearbox control unit -J217-

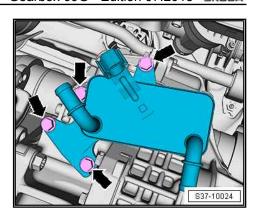
"2.1.4 Removing and installing automatic gearbox control unit J217, Yeti", page 211.

Continued for all vehicles

- Install air filter ⇒ Engine; Rep. gr. 24.
- Install engine cover ⇒ engine; Rep. gr. 10.

Specified torques

ATF radiator to gearbox \Rightarrow "4.1.2 Summary of components - ATF circuit (design with rectangular radiator)", page 174 .







38 – Gears, control

Valve body, difference

⇒ "1.1 Valve body, difference", page 178

⇒ "1.2 Removing and installing oil pan", page 179

1.1 Valve body, difference

The 09G gearbox is equipped with a new generation of slide valve bodies on some models. These are the models: Rapid, Rapid India and Yeti. The new variant differs from the previous – especially in terms of the actual valve body - by using the new oil strainer and by changes in line strands and sensors. The gearbox is equipped with a new oil pan and the correct size of the overflow pipe must be ensured at the same time ⇒ page 6

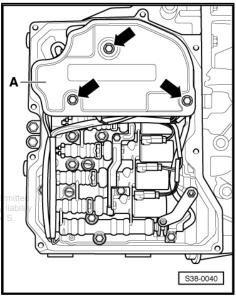
For vehicles with a new variant of the valve box, the work processes for removing and installing the above-mentioned components are therefore changed.

- To determine the correct workflow, remove the sump and determine the variant of the valve body used.
- When ordering the spare parts, pay attention to the correct assignment ⇒ Electronic parts catalogue,
- Removing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179.
- Determine the type of oil strainer used and determine the correct variant of valve body.

Variant 1 (sheet oil strainer) -TO-

Workflows for Valve body (Variant 1) ⇒ "2 Valve box, variant 1", page 181.

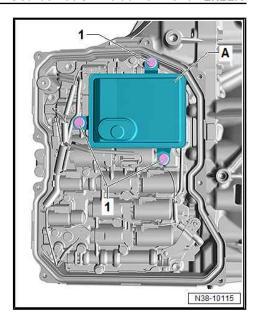






Variant 2 (plastic sieve) -A-

Workflows for Valve body (Variant 2) ⇒ "3 Valve box, variant 2", page 195,



1.2 Removing and installing oil pan

Special tools and workshop equipment required

- ♦ Catch pan , e.g. -VAS 6208-
- ♦ Protective goggles

Removing

- Remove the sound dampening system \Rightarrow General body repairs, exterior; Rep. gr. 66; Noise insulation.
- Drain ATF ⇒ "3.2 Draining and filling ATF", page 168.





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Loosen the screws of the oil sump -arrows- crosswise.



CAUTION

Risk of injury from hot gear oil.

Not all the oil runs off through the drain opening – the rest of the ATF oil stays in the oil pan.

- When removing the oil pan, proceed with caution and hold the oil pan firmly so that you do not spill gear oil.
- Remove oil pan together with the oil pan gasket.

Installing



Risk of damage to gearbox

 Do not start the engine or tow the vehicle away with the oil pan removed or without the ATF filling.

Installation is carried out in the reverse order. When installing, observe the following:

- Clean the two magnets in the oil pan beads.
- The magnets must be absolutely fitted on the provided points in the oil pan.
- Take care that the full surface of the magnets rests against the oil pan.
- Clean gaskets and sealing surfaces and eliminate residues of oil.
- · Pay attention to correct fitting of oil pan gasket.
- When positioning the oil pan no cables must be trapped. He or accept any liability
- Screw in new oil pan screws and tighten crosswise in several stages -arrows-.
- Replace ATF drain plug sealing ring.
- Afterwards, fill ATF, check ATF level and top up ATF
 ⇒ "3.2 Draining and filling ATF", page 168
- Install the noise insulation ⇒ General body repairs, exterior;
 Rep. gr. 66; Noise insulation.

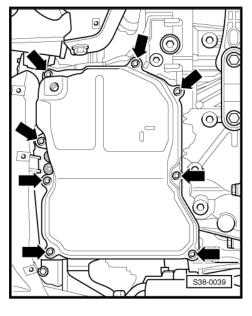
Tightening torques and summaries of components

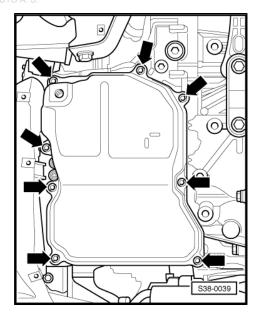


Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

♦ "2.1 Summary of components - slide valve body", page 181





2 Valve box, variant 1

- ⇒ "2.1 Summary of components slide valve body", page 181
- ⇒ "2.2 Removing and installing the oil filter", page 184
- ⇒ "2.3 Removing and installing the slide valve body", page 185
- "2.4 removing and installing wiring loom with 14-pin plug", page
- ⇒ "2.5 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93", page 192
- ⇒ "2.6 Removing and installing the gearbox input r.p.m. sender G182 ", page 193
- "2.7 Removing and installing the gearbox output r.p.m. sender G195 ", page 194

2.1 Summary of components - slide valve body

1 - ATF level check screw

- □ Check the ATF level and top up ⇒ "3.1 Check the ATF level level and top up", page 161
- □ 27 Nm

2 - Sealing ring

□ Replace after disassembly

3 - Overflow pipe

- ☐ Instructions for the overflow tube ⇒ page 6
- Assignment ⇒ Electronic Catalogue of Original **Parts**
- □ 2 Nm

4 - Oil pan

□ Removing and installing ⇒ "1.2 Removing and installing oil pan", page 179

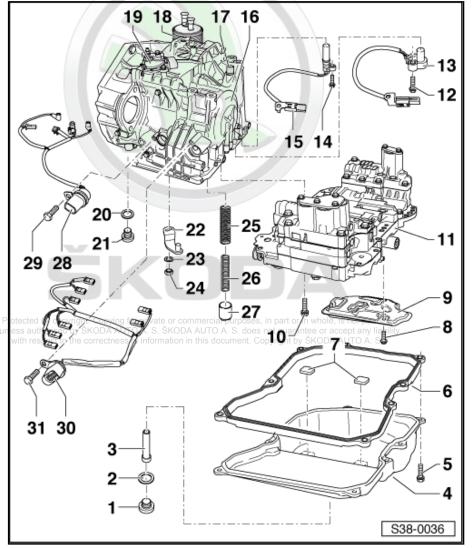
5 - Screw

- attaching the oil pan with the oil pan gasket to the gearbox housing
- □ 8 pieces
- Tighten oil pan screws crosswise in several stages
- □ 7 Nm

6 - Gasket

7 - Magnet

- ☐ 2 pieces
- ☐ Arrangement in the beads of the oil pan
- clean before installation





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3 - S	Screw
	1 11 Nm
9 - C	Dil filter
	Removing and installing <u>⇒ "2.2 Removing and installing the oil filter", page 184</u>
	Screw
	for fastening power-steering gear to gearbox
	⇒ Fig. ""Screw lengths and fitting position at the slide valve body"", page 189
	8 Nm + 90°
	Slide valve body
	can also be removed with installed gearbox
	unless attind Med by SKOLARAUTO A. S. ROUA AUTO A. S. does not guarantee or accept any liability
	Screw
	I 6 Nm
	Gearbox input r.p.m. sender - G182-
	with cable and 2-pin plug connection
	Removing and installing ⇒ "2.6 Removing and installing the gearbox input r.p.m. sender G182", page 193
14 -	Screw
	7 Nm
15 -	Gearbox output r.p.m. sender - G195-
	with cable and 2-pin plug connection
	Removing and installing ⇒ "2.7 Removing and installing the gearbox output r.p.m. sender G195", page 194
16 -	Gearbox housing
17 -	ATF bleeder
18 -	ATF radiator
19 -	Multi-function switch - F125-
	Removing and installing ⇒ "1.13 Removing and installing the multi-function switch F125", page 105
	Adjust ⇒ "1.14 Setting multi-function switch F125 ", page 108
	is checked by self-diagnosis
20 -	Sealing ring
	Replace after disassembly
	ATF drain plug
	40 Nm
	Lever
	for inside selector lever shaft at the slide valve body

23 - Washer	
24 - Nut	
 Pay attention to fitting location of the nut ⇒ "2.3 Removing and installing the slide valve body", page 185 	
□ 10 Nm	
25 - Large spring	
26 - Small spring	
27 - Shock absorber piston	
28 - Wiring loom with 8-pin plug and integrated gearbox oil temperature	re sender - G93-
□ with O-ring at connector	
☐ Replace O-ring after disassembly	
 Removing and installing ⇒ "2.5 Removing and installing wiring loom with 8-pin plug and integers", page 192 	tegrated gearbox oil temperature sender
☐ can also be removed with installed gearbox	
29 - Screw	
□ 6 Nm	
30 - Wiring loom with 14-pin plug	
☐ with O-ring at connector	
☐ Replace O-ring after disassembly	
□ Removing and installing ⇒ "2.4 removing and installing wiring loo	oom with 14-pin plug", page 191
☐ can also be removed with installed gearbox	
31 - Screw	
□ 6 Nm	

Components at wiring loom of 8-pin plug





- 1 Hydraulic pressure sender 1 for automatic gearbox -G193
 - no longer available as of 12.2004
- 2 Plug for gearbox input r.p.m. sender - G182-
- 3 Cables for gearbox input r.p.m sender - G182-
- 4 Hydraulic pressure sender 2 for automatic gearbox -G194
 - no longer available as of 12.2004
- 5 Cables for gearbox output r.p.m sender G195-
- 6 Plug for gearbox output r.p.m. sender - G195-
- 7 Holder for the gearbox oil temperature sender - G93-
- 8 Gearbox oil temperature sender - G93
 - is integrated in the wiring loom -Pos. B-
- A 8-pin connector
- B Wiring loom for 8-pin plug
 - Removing and installing "2.5 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender G93 ",
- page 192



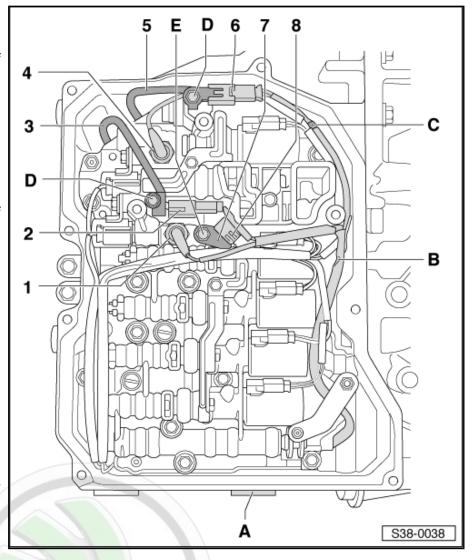
- D Screw
 - □ 7 Nm
- E Screw
 - □ 7 Nm

2.2 Removing and installing the oil filter

Removing

Removing the oil pan

⇒ "1.2 Removing and installing oil pan", page 179



- Release screws -arrows- for oil strainer.
- Take the oil filter -A- out of the slide valve body.

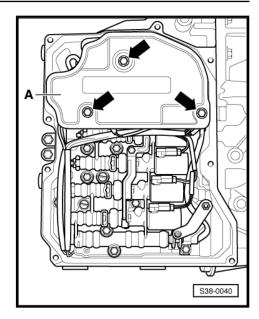
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Thinly coat gaskets on the intake collar of the oil filter (reverse side) with ATF.
- If the gaskets on the reverse side of the oil filter for the slide valve body are defective or no longer properly attached to the oil filter, the oil filter must be replaced.
- Installing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179 .

Specified torques

⇒ "2.1 Summary of components - slide valve body", page 181



2.3 Removing and installing the slide valve body



Risk of damage to gearbox

- Do not start the engine or tow the vehicle away with the oil pan removed or without the ATF filling.

The slide valve body as well as the wiring looms can be removed even if the gearbox is installed.

- Use sealing rings moistened with ATF oil. The use of other lubricants leads to the malfunction of the gearbox hydraulic control system.
- Always replace soiled or faulty slide valve bodies.
- Do not use fuzzy cloths.

Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Removing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179
- Removing oil filter ⇒ "2.2 Removing and installing the oil filter", page 184
- Before disconnecting the connectors on the sensors and solenoid valves, each solenoid valve or sensor and the corresponding plug must be marked.



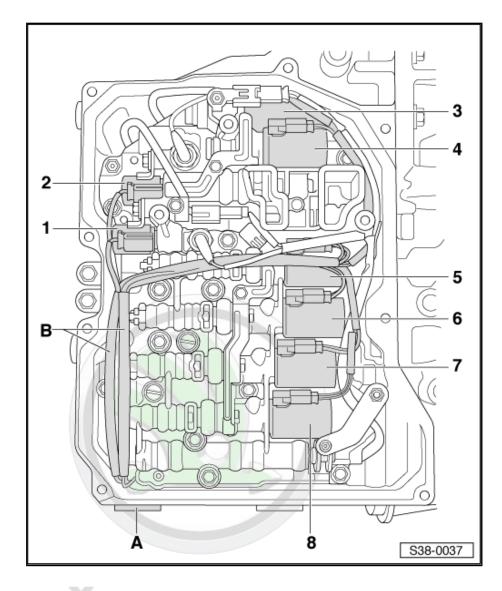
Risk of destruction of the gearbox. A. S. SKODA AUTO A

Under certain circumstances, if the plugs on the solenoid valves y SKODA AUTO A. S are mixed up when re-installing, the gearbox may be destroyed.

- You must always make a sketch with all solenoid valves and their plug connections before removing.
- Mark all plugs and cables with the corresponding colour.
- Make a sketch by hand in the same way as for the illustration with all the solenoid valves and their plug connections, mark



all the plugs with the corresponding colour and also mark the applicable cables with the corresponding colours.



- Using a small screwdriver, the clamps for plugs from the solenoid valves -1- to -8- are to be carefully unlocked and the plug removed.
- If the plug connections are damaged, the entire wiring harness with 14-pin plug or the slide valve body with the solenoid mmercial purposes, in part or in whole, is not permitted valves must be replaced. Unless authorised by SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee or accept any liability with respect to the correctness of information in this document. Copyright by SKODA AUTO A. S.

- Unscrew the 3 screws -D- and -E-.
- Carefully disconnect the following plug connections:
- -1- for hydraulic pressure sender 1 for automatic gearbox -G193- (not available from 12/2004)
- ◆ -2- for gearbox input rpm sender G182- .
- -4- for hydraulic pressure sender 2 for automatic gearbox -G194- (not available from 12/2004)
- ◆ -6- for gearbox output rpm sender G195-
- Carefully pull the gearbox oil temperature sender G93- -8together with the bracket -7- out of the slide valve body.
- When re-installing, pay attention to the attachment of the bracket on the gearbox oil temperature sender - G93-.
- In case of damage of the plug connections (depending on the defective plugs), the wiring loom with 8-pin plug or the gearbox input r.p.m. sender - G182- or the gearbox output r.p.m. sender - G195- must be replaced.
- Unhook wiring loom at bracket -C-.
- Remove gearshift lever -A- on the gearshift shaft.
- Carefully hold the gearshift lever -A- with combination pliers -B-, so that the torque is not transmitted onto the multi-function switch - F125-.
- Pay attention to the slide valve in the slide valve body, in which the gearshift lever is engaged, so that it is not damaged.



Risk of damaging the slide valve body.

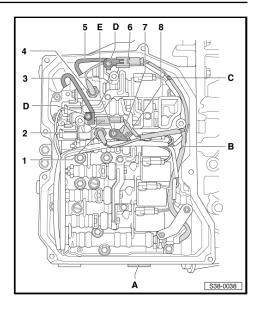
If you loosen screws other than those shown in the illustration, the function of the slide valve body can be impaired or the slide valve body splits.

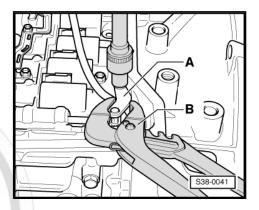
- Loosen the fixing screws -arrows-, -arrows A- and -arrows Bof the slide valve body crosswise and carefully remove the slide valve body.
- Remove the bracket -1- and -2-.

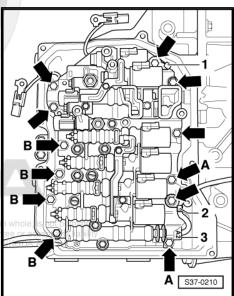
Pos. -3- shows the designation of the slide valve body (here e.g. "A2")

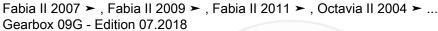


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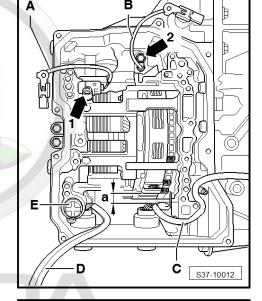




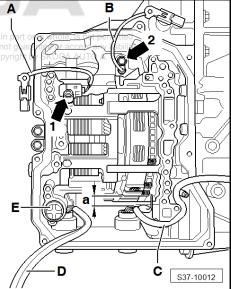
- Observe when installing that the screws have different lengths and must be replaced.
- When removing the slide valve body, the shock absorber piston -E- must be secured against dropping out or removed together with both springs.

Installing

- The routing of the cables must be accurately observed, so that when positioning the slide valve body they are not trapped or damaged.
- Damaged or trapped cables must always be replaced.



- Route the wiring loom -C- (with 8-pin plug) according to the illustration in the specified recess in the slide valve body.
- The wiring loom -C- must not rest against the planetary gearbox.
- The clearance -a- must be maintained, so that the wiring loom is not chafed in the driving mode.
- Route the wiring looms -A-, -B- and -D- according to the illustration over the gearbox border.
- Make sure that the shock absorber piston -E- is installed in the illustrated location in the gearbox.
- If the shock absorber piston -E- was removed, is must be cleaned together with both springs and installed according to the illustration
 - ⇒ "2.1 Summary of components slide valve body", page 181 Pos. 27, Pos. 26 and Pos. 25.
- Insert both springs into each other, coat the outer wall of the shock absorber piston and the opening in the gearbox with ATF and insert all parts in the gearbox.
- Press the shock absorber piston in the gearbox and secure against falling out, until the slide valve body is positioned.
- Position the slide valve body without force.

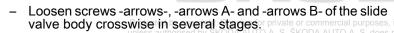


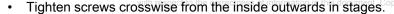


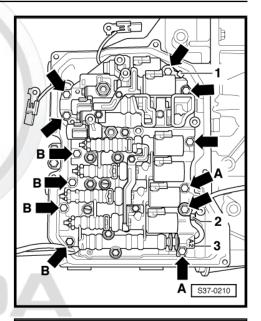
Screw lengths and fitting position at the slide valve body

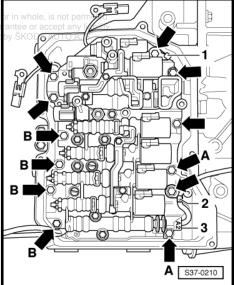
Arrow	Screw M6 x 21
Arrow A	Screw M6 x 16
Arrow B	Screw M6 x 28

- Tighten screws for slide valve body hand-tight.
- Screw on by hand the bracket for the wiring loom -1- and -2with the corresponding screws.
- If the cables are too short to connect these to the plug or screw them to the valve at the designated point, they have probably been laid incorrectly or are trapped by the slide valve body.
- In this case, the slide valve body must be removed again and the cable laid correctly.
- Trapped cables must be replaced.

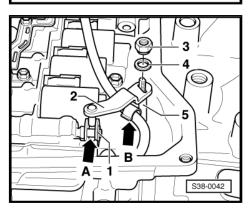








- Secure the wiring loom in the bracket -B-.
- Position the gearshift lever -2- on the gearshift shaft -5-.
- The pin of the gearshift lever -2- must engage in the mounting -arrow A- of the slide valve -1-. If necessary the slide valve must be moved accordingly out or into the slide valve body.
- Fit washer -4- and nut -3- onto the gearshift shaft.
- The centering collar of the nut must point to the washer and when screwing on catch in the washer.
- The electric wiring loom must be routed below the gearshift lever.





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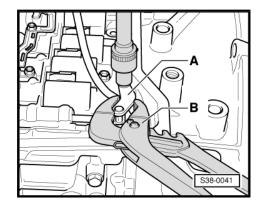
- Tighten nut to final tightening torque.
- When tightening the nut, hold the gearshift lever -A- with assembly pliers -B-, so that the torque is not transmitted to the multi-function switch - F125 - .
- Pay attention to the slide valve in which the gearshift lever on the slide valve body is engaged so that it is not damaged.

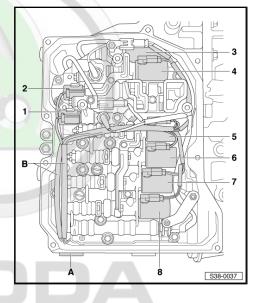


Risk of destruction of the gearbox.

Under certain circumstances, if the plugs on the solenoid valves are mixed up when installing, the gearbox may be destroyed.

- You must always note the colour markings on the plugs and cables and always connect the plugs and cables in accordance with the sketch made when the unit was removed.
- Connect plug connections -1...8- according to the sketches made by hand on the solenoid valves during removal.
- Route the wiring harness -B- in the same way as the illustration.





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- Mount plug -2- and -6-.
- The connector lines must have the same colour as the respective plugs.
- Position bracket -7- on the gearbox oil temperature sender -G93- -8-.
- Insert gearbox oil temperature sender G93- together with the bracket in the slide valve body and tighten the screw (M6)
 -F-.
- Fit plug connections -1- and -5- onto the pressure sender.
- Secure plug connections -2- and -6- with screws M5 -D- at slide valve body.
- If the cables are too short to connect these to the plug or screw them to the valve at the designated point, they have probably been laid incorrectly or are trapped by the slide valve body.
- In this case, the slide valve body must be removed again and the cable laid correctly.
- · Trapped cables must be replaced.
- Hang the wiring harness -B- in the bracket -C- and route in the same way according to the illustration.
- Install oil filter
 ⇒ "2.2 Removing and installing the oil filter", page 184.
- Installing the oil pan
 ⇒ "1.2 Removing and installing oil pan", page 179
- Top up with ATF and inspect ATF level ⇒ "3 ATF", page 161.

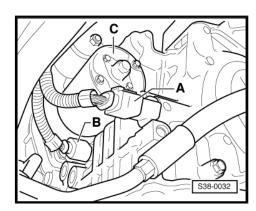
Specified torques

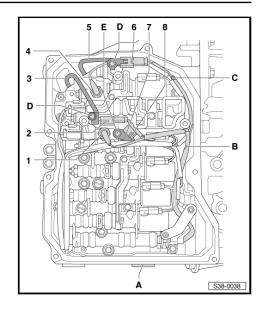
♦ "2.1 Summary of components - slide valve body", page 181

2.4 removing and installing wiring loom with14-pin plug

Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Removing the oil pan
 ⇒ "1.2 Removing and installing oil pan", page 179
- Removing oil filter rotected by copyright. Copying for private or commercial purposes, in part or in whole, is not permitted ⇒ "2.2 Removing and installing the oil filter", page 184 A. S. does not guarantee or accept any liability with respect to the correctness of information in this occurrent. Copyright by ŠKODA AUTO A. S.
- Remove the slide valve body
 ⇒ "2.3 Removing and installing the slide valve body",
 page 185
- Unplug the 14 pin plug connection -A- from gearbox plug.
- Unscrew fixing screw of 14-pin plug outside the gearbox housing.





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Pull the plug out of the gearbox housing and carefully guide through the wiring loom -D-.

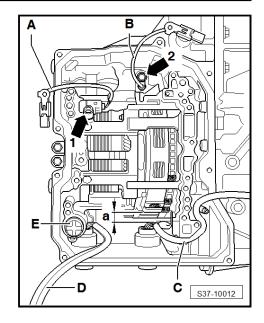
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Replace O-ring at connector.
- Moisten O-ring with ATF.

Tightening torque

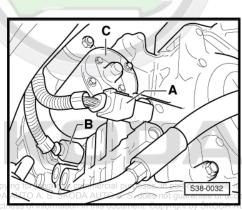
Locking screw for 14-pin plug ⇒ "2.1 Summary of components - slide valve body", page 181



2.5 Removing and installing wiring loom with 8-pin plug and integrated gearbox oil temperature sender - G93-

Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Removing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179
- Removing oil filter ⇒ "2.2 Removing and installing the oil filter", page 184
- Remove the slide valve body ⇒ "2.3 Removing and installing the slide valve body", page 185
- Unplug the 8 pin plug connection -B- from gearbox plug.
- Unscrew fixing screw of 8-pin plug outside the gearbox hous-



 Pull the plug out of the gearbox housing and carefully guide through the wiring loom -C-.

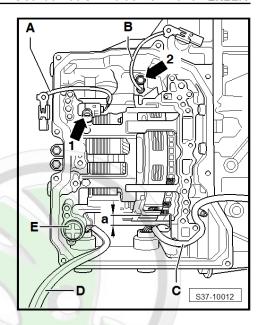
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- · Replace O-ring at connector.
- · Moisten O-ring with ATF.

Tightening torque

◆ Locking screw for 8-pin plug ⇒ "2.1 Summary of components - slide valve body", page 181



2.6 Removing and installing the gearbox input r.p.m. sender - G182-

Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Removing the oil pan
 ⇒ "1.2 Removing and installing oil pan", page 179
- Removing oil filter
 ⇒ "2.2 Removing and installing the oil filter", page 184
- Remove the slide valve body
 ⇒ "2.3 Removing and installing the slide valve body skod AUTO A. S. Skod AUTO A. S. does not guarantee or accept any liability page 185.
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- Release screw -1-.
- Pull gearbox input r.p.m. sender G182- with cable -A- out of the gearbox.

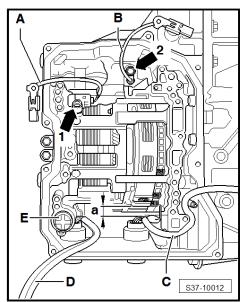
Installing

Installation is carried out in the reverse order. When installing, observe the following:

 Carefully press gearbox input r.p.m. sender - G182- up to the stop into the gearbox.

Tightening torque

◆ Gearbox input speed sender - G182- to gearbox ⇒ "2.1 Summary of components - slide valve body", page 181.





2.7 Removing and installing the gearbox output r.p.m. sender - G195-

Removing

- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Removing the oil pan
 ⇒ "1.2 Removing and installing oil pan", page 179
- Removing oil filter
 ⇒ "2.2 Removing and installing the oil filter", page 184
- Remove the slide valve body
 ⇒ "2.3 Removing and installing the slide valve body",
 page 185.
- Release screw -2-.
- Pull gearbox output r.p.m. sender G195- with cable -B- out of the gearbox.

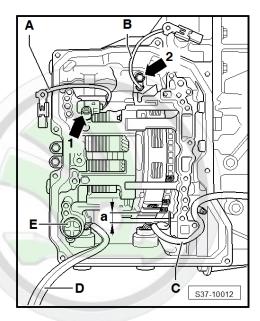
Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Moisten O-ring at sender with ATF.
- Carefully press gearbox output r.p.m. sende G195- up to the stop into the gearbox.

Tightening torque

◆ Gearbox output speed sender - G195- to gearbox ⇒ "2.1 Summary of components - slide valve body", page 181.





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3 Valve box, variant 2

- ⇒ "3.1 Summary of components slide valve body", page 195
- ⇒ "3.2 Remove and install wiring harness of encoders and solenoid valves", page 197
- ⇒ "3.3 Removing and installing the slide valve body", page 200
- ⇒ "3.4 Removing and installing the oil filter", page 202
- ⇒ "3.5 Removing and installing the gearbox input rpm encoder G182 and the encoder for gearbox output speed G195 ", page 203

Summary of components - slide valve body 3.1

1 - Gearbox housing

2 - Wiring harness of solenoid valves, 8-pin

- with O-ring at connector
- Replace O-Ring after disassembly.
- Removing and installing ⇒ "3.2 Remove and install wiring harness of encoders and solenoid valves", page 197
- □ Assignment ⇒ Electronic Catalogue of Original **Parts**

3 - Screw

□ 6 Nm

4 - Gearbox output r.p.m. sender - G195-

Removing and installing ⇒ "3.5 Removing and installing the gearbox input rpm encoder G182 and the encoder for gearbox output speed G195 ", page 203

5 - Screw

□ 7 Nm

6 - Gasket

- with spacers (8 pieces)

check before installation 15 16 ☐ replace fragile, cracked 18 or deformed gaskets 17 7 - Slide valve body ☐ Removing and installing ⇒ "3.3 Removing and installing the slide valve body", page 200

28

27

26

24

23

21

20

19

25

22-

□ Assignment ⇒ Electronic Catalogue of Original Parts

8 - Mounting plate

☐ for 14-pin wiring harness

9 - O-ring

between valve body and oil strainer

N38-10114

11

12

13



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	crew
	for mounting valve body with mounting plate to gearbox
	1 pieces
	M6 x 28
	Replace after disassembly
	8 Nm + 90°
11 - C	oil filter
	Removing and installing ⇒ "3.4 Removing and installing the oil filter", page 202
12 - S	crew
	For attaching oil strainer to slide valve body
	3 pieces
	11 Nm
13 - N	lagnet
	2 pieces
14 - C	Dil pan
	Removing and installing ⇒ "1.2 Removing and installing oil pan", page 179
15 - S	crew
	for attaching oil pump to gearbox housing
	Tighten crosswise in several stages relat purposes, in part or in whole, is not permitted unless authorised by SKODA AUTO A. S. SKODA AUTO A. S. does not guarantee or accept any liability
	7 Nm respect to the correctness of information in this document. Copyright by ŠKODA AUTO A. S.
16 - C	Overflow pipe
	for checking and discharging ATF
	pay attention to the notes ⇒ page 6
	2 Nm
17 - S	ealing ring
17 - S	
	ealing ring
	realing ring Replace after disassembly
□ 18 - A	realing ring Replace after disassembly TF level check screw 25 Nm
□ 18 - A	realing ring Replace after disassembly TF level check screw 25 Nm
18 - A 19 - N	realing ring Replace after disassembly TF level check screw 25 Nm
18 - A 19 - N 20 - L	realing ring Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer
18 - A 19 - N 20 - L	Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer Gearshift lever
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer fearshift lever for gearshift shaft
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer Gearshift lever
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer fearshift lever for gearshift shaft at inside of the slider box Removing and installing \Rightarrow page 197
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer fearshift lever for gearshift shaft at inside of the slider box Removing and installing page 197 crew
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer fearshift lever for gearshift shaft at inside of the slider box Removing and installing page 197
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer fearshift lever for gearshift shaft at inside of the slider box Removing and installing ⇒ page 197 crew on the mounting plate Gearbox oil temperature sensor - G93-
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm Iut 10 Nm ock washer Gearshift lever for gearshift shaft at inside of the slider box Removing and installing ⇒ page 197 Icrew on the mounting plate Gearbox oil temperature sensor - G93- Tighten crosswise in several stages 7 Nm
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm Iut 10 Nm ock washer Gearshift lever for gearshift shaft at inside of the slider box Removing and installing ⇒ page 197 Icrew on the mounting plate Gearbox oil temperature sensor - G93- Tighten crosswise in several stages 7 Nm
18 - A 19 - N 20 - L 21 - G	Replace after disassembly TF level check screw 25 Nm Iut 10 Nm ock washer Gearshift lever for gearshift shaft at inside of the slider box Removing and installing ⇒ page 197 Icrew on the mounting plate Gearbox oil temperature sensor - G93- Tighten crosswise in several stages 7 Nm Icrew
18 - A 19 - N 20 - L 21 - G 22 - S 23 - S	Replace after disassembly TF level check screw 25 Nm Lut 10 Nm Ock washer Gearshift lever for gearshift shaft at inside of the slider box Removing and installing ⇒ page 197 Corew on the mounting plate Gearbox oil temperature sensor - G93- Tighten crosswise in several stages 7 Nm Corew for fastening power-steering gear to gearbox
18 - A 19 - N 20 - L 21 - G 22 - S 23 - S	Replace after disassembly TF level check screw 25 Nm lut 10 Nm ock washer dearshift lever for gearshift shaft at inside of the slider box Removing and installing ⇒ page 197 crew on the mounting plate Gearbox oil temperature sensor - G93- Tighten crosswise in several stages 7 Nm crew for fastening power-steering gear to gearbox 10 pieces
18 - A 19 - N 20 - L 21 - G 22 - S 23 - S	Replace after disassembly TF level check screw 25 Nm Iut 10 Nm ock washer fearshift lever for gearshift shaft at inside of the slider box Removing and installing ⇒ page 197 icrew on the mounting plate Gearbox oil temperature sensor - G93- Tighten crosswise in several stages 7 Nm icrew for fastening power-steering gear to gearbox 10 pieces M6 x 21
18 - A 19 - N 20 - L 21 - G 22 - S 23 - S	Replace after disassembly TF level check screw 25 Nm Lut 10 Nm Ock washer Bearshift lever for gearshift shaft at inside of the slider box Removing and installing ⇒ page 197 CCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCCC

25	- N	lour	nting	nla	ate
		ıvaı	IUIIA		~~

	at the	gearbox	oil	tempera	ature	sensor	- G93-
--	--------	---------	-----	---------	-------	--------	--------

26 - Screw

- ☐ for fastening power-steering gear to gearbox
- ☐ 1 pieces
- □ M6 x 16
- Replace after disassembly
- □ 8 Nm + 90°

27 - Wiring harness of encoders and solenoid valves, 14-pin

- with O-ring at connector
- □ Replace O-Ring after disassembly.
- □ with Transmission oil temperature sensor G93-
- Removing and installing
 - ⇒ "3.2 Remove and install wiring harness of encoders and solenoid valves", page 197
- ☐ Assignment ⇒ Electronic Catalogue of Original Parts

28 - Screw

□ 6 Nm

29 - Screw

□ 6 Nm

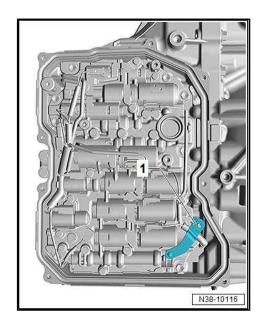
30 - Gearbox input r.p.m. sender - G182-

■ Removing and installing ying ⇒ "3.5 Removing and installing the gearbox input rpm encoder G182 and the encoder for gearbox output speed G195 ", page 203

3.2 Remove and install wiring harness of encoders and solenoid valves

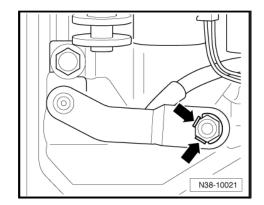
- Drain ATF ⇒ "3.2 Draining and filling ATF", page 168.
- Removing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179
- Removing oil filter ⇒ "3.4 Removing and installing the oil filter", page 202.

Remove the gearbox shift lever -1- from the gearshift shaft.





Bend open the locking plate -arrows- to loosen the nut for the gear shift lever.

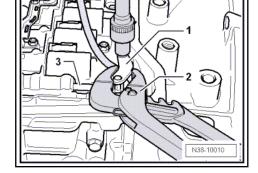


- Loosen and unscrew the nut for the gear shift lever.
- When loosening the nut, hold the gearshift lever -1- with assembly pliers -2-, so that the torque is not transmitted to the multi-function switch - F125- .
- At the same time, ensure that slider -3- in the valve body, into which the gearshift lever engages, is not damaged.

The slider is very sensitive. Minor damage causes malfunction. Therefore, always push the slide into the valve body and secure against it falling out.

Remove wiring harness of encoders and solenoid valves

Before disconnecting the connectors on the sensors and solenoid valves, each solenoid valve or sensor and the corresponding plug must be marked.



NOTICE

Risk of destruction of the gearbox.

Under certain circumstances, if the plugs on the solenoid valves are mixed up when re-installing, the gearbox may be destroyed.

- You must always make a sketch with all solenoid valves and their plug connections before removing.
- Mark all plugs and cables with the corresponding colour.
- Do a handwritten sketch according to the diagram with all solenoid valves and their plug connections, mark all colour combinations of the lines for individual plugs in the illustration and note their assignment to the individual solenoid valves.



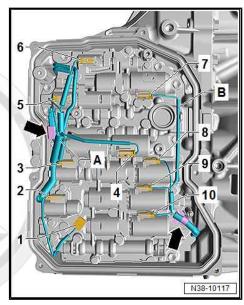


The Transmission oil temperature sensor - G93- is behind the plug connection -1-. It does not pull off. During disassembly, the screw is removed with a fixing plate.

- Disconnect connectors -2- to -10- from one another.

A solenoid valve and plug connection -7- are only installed on vehicles with the start-stop system.

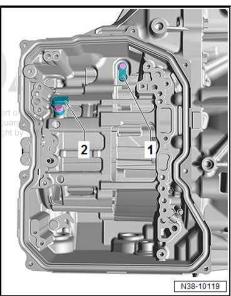
- Loosen 14-pin wiring harness -A- and 8-pin wiring harness -B- at the slide valve body -arrows-.
- Remove the slide valve body ⇒ "3.3 Removing and installing the slide valve body", page 200.



14-pin plug connector for gearbox

Remove Gearbox output speed sender - G195- -1- and Gearbox input speed sender - G182- -2-.







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Unscrew -arrow- of the 14-pin connector -1- and carefully pull it out of the gearbox with the wiring harness.

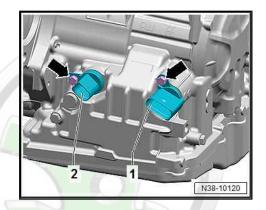
8-pin plug connector for gearbox

Unscrew -arrow- of the 8-pin connector -2- and carefully pull it out of the gearbox with the wiring harness.

Installing

Installation is carried out in the reverse order; pay attention to the following points:

- Replace O-rings on the plugs
- Connect all plugs to the correct places according to the sketch.
- Press the plug in until it clicks into place, then check for correct locking by pulling gently.
- Install valve box ⇒ "3.1 Summary of components - slide valve body", page 195,
- Install oil filter ⇒ "3.4 Removing and installing the oil filter", page 202.
- Installing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179
- Top up with ATF and inspect ATF level ⇒ "3.2 Draining and filling ATF", page 168



Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

⇒ "3.1 Summary of components - slide valve body", page 195

3.3 Removing and installing the slide valve body

Removing

- With ignition switched off, disconnect battery earth strap ⇒ Electrical system; Rep. gr. 27; Battery; Disconnecting and connecting battery.
- Remove wiring harness of encoders and solenoid valves of slide valve body "3.2 Remove and install wiring harness of encoders and solenoid valves", page 197



Risk of damaging the slide valve body.

When releasing incorrect screws the function of the slide valve body can be impaired or the slide valve body is deformed.

Only the marked fastening screws may be loosened -1-. -2- and -3- in the following figure.



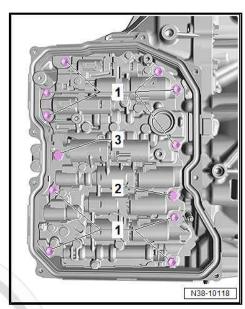
Loosen the fixing screws -1-, -2- and -3- of the slide valve body crosswise and carefully remove the slide valve body.

The fastening screws of the slide box on the gearbox have a different length and must be replaced after removal.

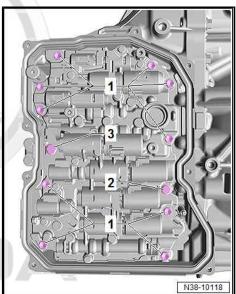
Installing

Installation is carried out in the reverse order; pay attention to the following points:

- The cable harness is plugged onto the transmitter under the slider valve body.
- Fit valve body and fasten with new screws.



Screw lengths and their fitting position at the slide valve body



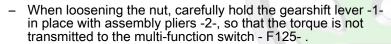
Pos. unless autho	ect to the correctness number of pieces ent. Copyri	puarantee or accept any liability gh by ŠKODA AUTO A. Screw
-1-	10	M6 x 21
-2-	1	M6 x 16
-1-	1	M6 x 28

- Tighten fastening screws -1-, -2- and -3- for slide box crosswise in several stages.
- Install wiring harness of encoders and solenoid valves of slide valve body
 - ⇒ "3.2 Remove and install wiring harness of encoders and solenoid valves", page 197.

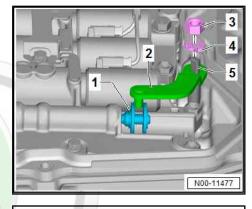


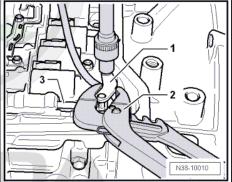
Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018

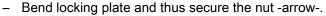
- Position the gearshift lever -2- on the gearshift shaft -5-.
- When installing the gear shift lever, make sure that the pin on the lever engages the slider -1-.
- If necessary, adjust the position of the slider to fix the bolt.
- Install fuse -4- and nut -3- onto the gearshift shaft -5-.
- The centering collar of the nut must point to the washer and when screwing on catch in the washer.



- At the same time, tighten the nut on the gear shift lever -1-.
- When tightening the nute, at the same time, ensure that slider -3- in the valve body, into which the gearshift lever engages, is not damaged.







Install oil filter ⇒ "3.4 Removing and installing the oil filter", page 202 ation in this docu

Installing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179

Top up with ATF and inspect ATF level '3.2 Draining and filling ATF", page 168

Tightening torques and summaries of components



Note

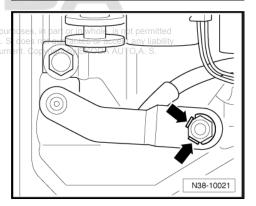
Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

⇒ "3.1 Summary of components - slide valve body", page 195

3.4 Removing and installing the oil filter

Removing

Removing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179.





- Unscrew bolts -1-.
- Remove the oil filter -A- from the slide valve body.

Installing

Between the oil strainer and valve body is an O-ring. It may be that it gets stuck in the valve body when removing the strainer.

- Before installation, check the oil strainer and the valve body.
- The O-ring must be on the oil strainer and not in the valve body.
- If the O-ring is damaged, replace the oil strainer.
- Lightly coat the O-ring in the intake manifold of the oil strainer with ATF.
- Place oil strainer -A- on valve body and fasten with screws
- Installing the oil pan ⇒ "1.2 Removing and installing oil pan", page 179
- Afterwards, fill ATF, check ATF level and top up ATF ⇒ "3.2 Draining and filling ATF", page:168 co

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

⇒ "3.1 Summary of components - slide valve body", page 195

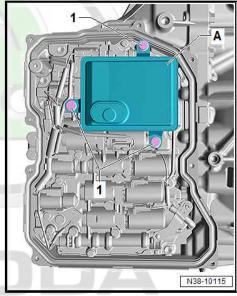
3.5 Removing and installing the gearbox input rpm encoder - G182- and the encoder for gearbox output speed - G195-

The two encoders are connected in the 14-pin connector for gearbox.

Removing

Remove the slide valve body ⇒ "3.3 Removing and installing the slide valve body", page 200 .

Depending on which encoder is removed, disconnect the 14-pin gearbox connector from the corresponding encoder.





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- Unscrew screw -1- to remove the encoder for transmission output speed - G195- .
- Unscrew screw -2- to remove the encoder for transmission output speed - G182- .
- Pull the corresponding switch out of the gear unit housing.

Installing

Installation is carried out in the reverse order. When installing, observe the following:

- Carefully press the switch into the gear unit as far as it will go.
- Screw on the screw for encoder -1- or -2-.
- Install valve box
 ⇒ "3.1 Summary of components slide valve body",
 page 195 ,
- Install oil filter
 ⇒ "3.4 Removing and installing the oil filter", page 202
- Installing the oil pan
 ⇒ "1.2 Removing and installing oil pan", page 179
- Afterwards, fill ATF, check ATF level and top up ATF
 ⇒ "3.2 Draining and filling ATF", page 168

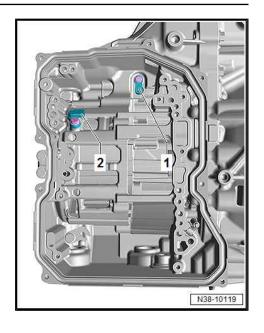
Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

⇒ "3.1 Summary of components - slide valve body", page 195





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39 – Final drive - differential

Replace the flange shaft gasket rings

⇒ "1.1 Replacing the left flange shaft sealing ring", page 205

⇒ "1.2 Replacing the right flange shaft seal ring", page 206

1.1 Replacing the left flange shaft sealing ring

Special tools and workshop equipment required

- ♦ Thrust washer T10176-
- Extractor T10055-
- ♦ Adapter T10055/2-
- ◆ Catch pan, e.g. -VAS 6208-

Gasket ring can be replaced with the gearbox installed.

Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Position the catch pan under the gearbox.
- Remove drive shaft, left ⇒ Chassis, axles, steering; Rep. gr.

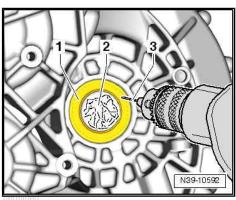
NOTICE

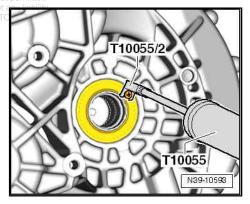
Risk of damage to the bearing when drilling

- Only drill through the metal plate ring of the radial shaft seal.
- Do not screw in the sheet metal screw too deep.
- Close the openings for the drive shaft with a clean cloth -2-.
- Grease drill -3- so that the swarf from drilling sticks to the drill.
- Carefully drive a hole with a diameter of 2-4 mm into the outer metal plate -1- of the seal.



- Screw a sheet metal screw with a diameter of approx. 4 mm into the drilled hole of the seal.
- The sheet metal screw must not be screwed in too deep, so that the bearing behind the screw is not damaged.
- Pull out the seal with the extractor T10055- with adapter -T10055/2-.
- Carefully pull the cloth out of the opening for the drive shaft.





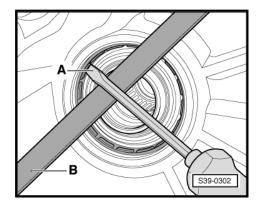


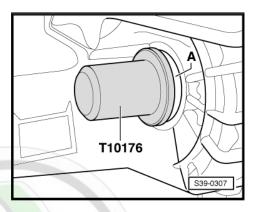
- Fabia II 2007 ➤ , Fabia II 2009 ➤ , Fabia II 2011 ➤ , Octavia II 2004 ➤ ... Gearbox 09G - Edition 07.2018
- Dirt and swarf must not get into the gearbox.
- Thoroughly clean the gearbox and the opening for the drive shaft.
- If you can only pull out the steel ring, carefully lever out the rest of the seal with a screwdriver -A-.

Installing

Installation is carried out in the reverse order. Pay attention to the following:

- Coat the outer circumference and sealing lips of the new sealing ring with ATF before installation.
- Fitting position: The open side of the sealing ring faces towards the gearbox.
- Position new seal ring by hand and press in as far as possible, so that the shaft seal is fixed in the gearbox housing.
- Drive in new sealing ring -A- with pressure plate T10176- up to the stop.
- Keep the sealing ring straight.
- Install drive shaft, left ⇒ Chassis, axles, steering; Rep. gr. 40.
- Inspecting ATF level and if necessary topping up ⇒ "3.1 Check the ATF level level and top up", page 161.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50.





1.2 Replacing the right flange shaft seal ring

Special tools and workshop equipment required

- Thrust washer T10177-
- Extractor T10055-
- ♦ Adapter T10055/2-

Gasket ring can be replaced with the gearbox installed.

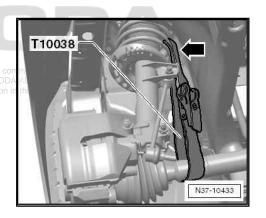
Removing

- Remove the sound dampening system ⇒ Body Work; Rep. gr. 50.
- Remove right drive shaft from the flange shaft ⇒ Chassis, axles, steering; Rep. gr. 40; Drive shaft; removing and installing drive shaft.
- Secure right drive shaft with tensioning strap T10038- to the suspension strut.
- Avoid damaging the surface protection of the drive shafts during this operation.
- Position the catch pan under the gearbox.



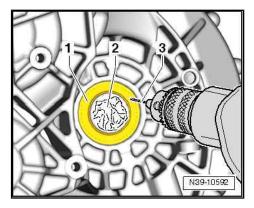
Risk of damage to the bearing when drilling

- Only drill through the metal plate ring of the radial shaft seal.
- Do not screw in the sheet metal screw too deep.

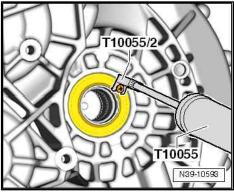




- Close the openings for the drive shaft with a clean cloth -2-.
- Grease drill -3- so that the swarf from drilling sticks to the drill.
- Carefully drive a hole with a diameter of 2-4 mm into the outer metal plate -1- of the seal.



- Screw a sheet metal screw with a diameter of approx. 4 mm into the drilled hole of the seal.
- The sheet metal screw must not be screwed in too deep, so that the bearing behind the screw is not damaged.
- Pull out the seal with the extractor T10055- with adapter -T10055/2- .
- Carefully pull the cloth out of the opening for the drive shaft.

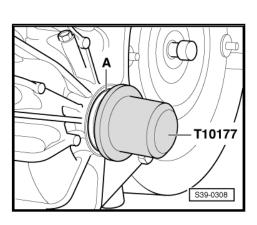


- Dirt and swarf must not get into the gearbox.
- Thoroughly clean the gearbox and the opening for the drive shaft.
- If you can only pull out the steel ring, carefully lever out the rest of the seal with a screwdriver -A-.

Installing

Installation is carried out in the reverse order. Pay attention to the following:

- Coat the outer circumference and sealing lips of the new sealing ring with ATF before installation.
- Fitting position: The open side of the sealing ring faces towards the gearbox.
- Position new seal ring by hand and press in as far as possible, so that the shaft seal is fixed in the gearbox housing.
- Drive in new sealing ring -A- with pressure plate T10177- up to the stop.
- Keep the sealing ring straight.
- Install drive shaft, right ⇒ Chassis, axles, steering; Rep. gr.
- Inspecting ATF level and if necessary topping up 3.1 Check the ATF level level and top up", page 161.
- Install the noise insulation ⇒ Body Work; Rep. gr. 50.



В

S39-0302



2 Gearbox control system

2.1 Removing and installing gearbox control

- "2.1.1 Removing and installing automatic gearbox control unit J217, Octavia II and Superb II", page 208
- 1.2 Removing and installing automatic gearbox control unit J217 Fabia II, Roomster", page 209
- ⇒ "2.1.3 Automatic gearbox control unit J217 remove and install, Rapid NH, Rapid India", page 209
- ⇒ "2.1.4 Removing and installing automatic gearbox control unit J217, Yeti", page 211

2.1.1 Removing and installing automatic gearbox control unit - J217-, Octavia II and Superb II

Installation site: the control unit is located in the front left wheelhouse.

Removing



Risk of damage to electronic parts

Static discharge may damage the control unit or other electronic parts.

- Touch an earthed object before working on the electrical components.
- Do not grab directly at the plug contacts or electronic com-hole, is not permitted ponents.
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Remove front left wheel.
- Remove the left wheelhouse liner ⇒ Body Work; Rep. gr. 66.
- Unlock the plug connection from the gearbox control unit and disconnect.
- Release screws -arrows-.
- Take out control unit.

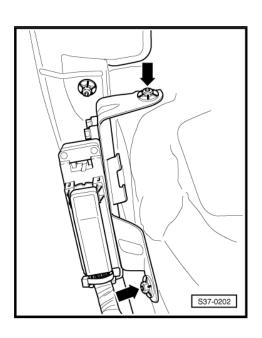


Note

The adaptation values in the gearbox control unit are reset when the plug connection is separated. The control unit must re-initialise these values after the re-connection. During this "initialisation" the gearshift quality can be worse than usual.

Installing

Installation is carried out in the reverse order.



2.1.2 Removing and installing automatic gearbox control unit - J217- Fabia II. Roomster

Installation site: The control unit is located at the battery cover.

Removing



Risk of damage to electronic parts

Static discharge may damage the control unit or other electronic parts.

- Touch an earthed object before working on the electrical components.
- Do not grab directly at the plug contacts or electronic components.
- Disconnect the battery-earth strap with the ignition off ⇒ Electrical System; Rep. gr. 27.
- Unlock the plug connection from the gearbox control unit and disconnect.
- Press off locking tabs -arrows- from control unit holder.
- Remove control unit from the top.

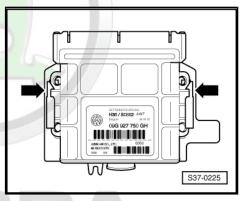


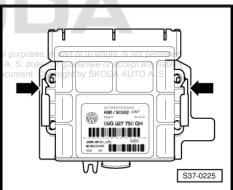
Note

The adaptation values in the gearbox control unit are reset when the plug connection is separated. The control unit must re-initialise these values after the re-connection. During this "initialisation" the gearshift quality can be worse than usual.

Installing

- Insert the control unit into the mounting bracket at the battery cover until it clicks into the position of the locking tabs -arrows-.
- Mount the plug connection of the gearbox control unit.
- Connect earth strap of battery ⇒ Electrical System; Rep. gr.





2.1.3 Automatic gearbox control unit - J217remove and install, Rapid NH, Rapid India

The control unit is located behind the battery.



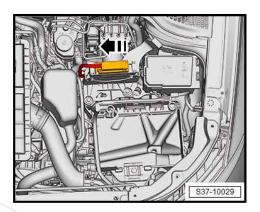
Removing



Risk of damage to electronic parts

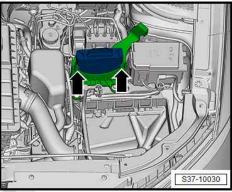
Static discharge may damage the control unit or other electronic parts.

- Touch an earthed object before working on the electrical components.
- Do not grab directly at the plug contacts or electronic components.
- With ignition switched off, disconnect battery earth strap \Rightarrow Electrical system; Rep. gr. 27; Battery; Disconnecting and connecting battery.
- Release securing clip in -direction of arrow- and disconnect plug from automatic gearbox control unit.



- Release locking tabs -arrows-.
- Remove automatic gearbox control unit J217- upwards.

Remove holder for Automatic transmission control unit - J217-

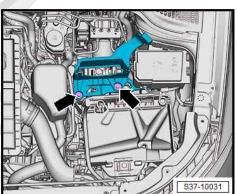


Remove screws -arrows- and take off holder for the control unit.

Installing

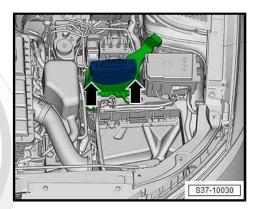
Installation occurs in reverse order to removal.







- Insert automatic gearbox control unit J217- into the holder until the locking tabs click into place -arrows-.
- Connect plug to automatic gearbox control unit J217-.
- Connect battery earth strap ⇒ Electrical system; Rep. gr. 27; Battery; Disconnecting and connecting battery.



Removing and installing automatic gear-2.1.4 box control unit - J217-, Yeti

Installation site: the control unit is located at the battery cover in the engine compartment.

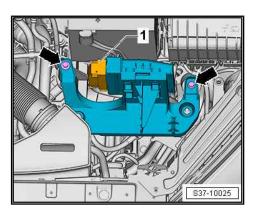
Removing



Risk of damage to electronic parts

Static discharge may damage the control unit or other electronic parts.

- Touch an earthed object before working on the electrical opyright by SKODA AUTO A. S. components.
- Do not grab directly at the plug contacts or electronic components.
- Disconnect the battery-earth strap with the ignition off \Rightarrow Electrical System; Rep. gr. 27 .
- Unlock the plug connection -1- and pull out.
- Unscrew screws -arrow-.
- Undo the mounting bracket with the automatic gearbox control unit - J217- from the bearing and remove it upwards and out.





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Unlock the catches -arrows- and remove the automatic gearbox control unit - J217- from the mounting bracket.

Installing

- Installation is carried out in the reverse order.
- Pay attention to the correct locking of the plug connection and the catches.
- Connect earth strap of battery ⇒ Electrical System; Rep. gr.

Tightening torques and summaries of components



Note

Replace bolts / nuts that are tightened at an angle of rotation, as well as replacement components after removal.

Component	Nm
Control unit holder at battery tray	5

